

The Hongkong Telegraph

WEATHER FORECAST
FAIR
Barometer 29.80

(ESTABLISHED 1881.)

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June 22 1915, Temperature 6 a.m. 81° 2 p.m. 83°
Humidity 90 69

June 22 1914, Temperature 6 a.m. 76° 2 p.m. 77°
Humidity 95 94

2953 日十初月五

TUESDAY, JUNE 22, 1915.

二廿月二廿六六二二 SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TO-DAY'S WAR TELEGRAMS.

THE WAR IN GALLIOLI.

TURKISH PRISONERS' STORIES.

Peace Talk in Prussian Diet.

PRINCE HENRY OF PRUSSIA AT LIBAU.

[Reuter's Service to The "Telegraph."]

EARLIER TELEGRAMS.

THE ASSAULT ON THE PENINSULA.

June 21, 12.55 a.m.

Reuter's special correspondent at the Dardanelles supplies the first detailed account of the Allies' general assault. He says:—

Along the front of Achiaba the British had been for three weeks patiently sapping, and had gained a few yards, until the two fronts were reduced from a thousand to a hundred yards apart. The order to attack was eagerly awaited by the Army. The gaps had been filled by keen young soldiers from Home, while men who had been digging for weeks under a scorching sun were very willing to relinquish the spade for the bayonet and the bomb.

Our front across the Peninsula was broken by two big and several smaller nullahs. On the day of the attack the sky was overcast, and a northerly gale swept suffocating dust down the Peninsula. The assault was preceded by a smashing bombardment, which began at 11 o'clock in the forenoon. Every British and every French gun for an hour poured shells into the Turkish trenches, while the battleships of the northern coast battered the enemy's right.

A French warship at the entrance to the Dardanelles dropped heavy projectiles on the left of the Turkish position, while the British 18-pdrs. and the French 75s rained down shells along the whole line, which was at times obliterated by a billowy curtain of creamy smoke.

The tower of Krithia, which had hitherto withstood a score of minor bombardments, toppled over, the village blazed, and the air was rent with the mixed noises of the cannonade. When the terrifying din abated and the troops, with fixed bayonets, got the order, they leapt forward. The first line with bombers had to occupy the Turkish first line. The Allies' second line was destined to follow the men of the first line and take the Turkish second line of trenches, while another line was held in readiness to fill the gaps.

The British went forward with magnificent dash and occupied the first trenches in a few minutes despite the enemy holding his artillery fire till we charged.

The Turks, dazed and deafened by our avalanche of shell, fired a few shots in the air. When we stabbed down on them they fled. Large numbers of them, killed by shell fire, were found in the trenches.

Our second line dashed through a hot Turkish fire and captured the enemy's second line. Now that the enemy were on the run, the Allies followed up their advantage wherever they could, which was chiefly in the centre, where resistance was weakest.

We captured line after line till, early in the afternoon, we held the fifth Turkish line.

Meanwhile another weapon which helped the Turkish confusion and terror was the naval armoured turret motor-cars. These had been hidden till to-day. Eight armoured cars came jolting along two roads till they were held up by pit-holes caused by shells. They concentrated their fire on the retreating Turks. Naturally the cars were a good target and when the Turks recovered from their surprise, shells began to whistle around them.

WAR TELEGRAMS.

One hit the turret which was knocked off; but nobody was killed. All the cars got safely back and only two were damaged. The quick success of our centre carried our line forward a thousand yards. The enemy were more strongly posted on the flanks and a desperate struggle began to straighten our line. The French on our right were stopped by a formidable gully and the naval division, which gallantly joined the rest of the British line found itself unable to maintain the ground won, as it would mean leaving a gap between them and the French.

Our division fought with the utmost bravery. The Gurkhas and the Sikhs on the left flank were unable to pierce the barbed wire in front of their trenches and thus, when they closed, the line showed a strong salient in the centre which it must be the work of other days to straighten.

One prize of the day was the largest bag of prisoners we have yet secured.

The expected Turkish counter-attack did not arrive, so the next day we consolidated our positions, and the reserve troops moved up. We advanced slowly and precariously on the left. Then a day later the Turks launched a vigorous counter-attack, bringing up fresh troops from the reserves beyond Achiaba.

We were very hard pressed, and momentarily abandoned two conquered trenches, which we afterwards re-took by very hard fighting. Eventually the enemy was repulsed with great loss, as is usually the case when he attacks spiritedly. The Turk continued an aimless bombardment, and also his curious trick of firing like Longfellow's arrow into the air. These descend beyond the British lines, occasionally hitting a soldier pursuing his lawful occupations.

A feature of this trench warfare is that although the barrier ahead is less rugged than the ridge on which the Australians, to their eternal honour, established themselves, it will doubtless be no less difficult of assault, and may be even worse. The Australian ridge is like Majuba, or Elandsbaag, so steep that men climbing are often out of the reach of the firing from the crest, but Achiaba appears, through field glasses, to be a series of smooth slopes terraced at intervals similar to the glacis of an old-fashioned fort. The Turks also possess the advantage of large reserves behind the firing line.

Prisoners complained of lack of food and denounced the German officers. They say they would have surrendered earlier, but then the German machine guns behind would have been merciless. This is possibly true, because it always appears that the Germans are the driving force.

One truculent Turkish officer said: "Germany is our Ally. We know our country's hours are numbered, but we fight for her, as you would for yours." Many captives profess to be untrained and say they were forced into the ranks to fill gaps, a statement at which the British officers smile.

THE KAISER IN COMMAND.

June 21, 5.00 a.m.

Reuter's correspondent at Petrograd reports that experts are of opinion that the enemy's advance west and south-west of Rawa Ruska initiates a great turning movement north of Lemberg.

A communique mentions that the advance was conducted on Friday and Saturday by great forces, including troops just brought from Belgium. There was desperate fighting on Saturday against the enemy, who crossed the Dniester and advanced, but Russian counter-attacks with the bayonet drove him back with great loss. Two thousand prisoners were taken in one village alone.

It is reported that the Kaiser has taken supreme command in Galicia.

PRESS UPHOLDS PRESIDENT.

Jingoism Finds No Support in
the Leading Newspapers
of America.

It should be as gratifying to the Nation as to the President to observe the unanimity with which leading newspapers in all parts of the United States endorse the policy of humanity first in regard to the German-American situation.

The keynote of nearly all the commendations is that there is no reason for seeking to remedy one atrocity by the perpetration of another. There is an adequate appreciation of the appalling circumstances attending the Lusitania tragedy, but there is also a realisation of the fearful and unavoidable consequences of plunging this country into the European war.

In no instance is there the suspicion of moral weakness, to say nothing of cowardice. On the contrary, the press is as firm as the President, but it is also as willing to find some other solution than warfare, even if Germany refuses our requests or submits some unacceptable compromise.

As much credit is given the Administration for its forceful statement of the American position as for its conciliatory attitude and diplomatic poise.

A composite of the press opinions might be represented as: We know what we want and we expect to get it, but if we are denied, we also know how to get what we want by other means than bloodshed.

The various writers appear to have taken the measure of the jingoes and of those who desire to help certain belligerents, rather than serve the best interests of the United States.

America's main desire is to secure justice. She would prefer to have it peacefully and promptly, but if it cannot be obtained in this way she is not so impatient as to make a needless sacrifice of still more lives, because she knows that there will be another day with other means of attaining her purpose.

The range of the most powerful howitzer is not so long as the range of the American purse; the war of the dreadnoughts is not so disastrous as the war of the tariffs, while the blockade of the submarine is not more costly to the victim than would be the peaceful blockade by United States ports refusing commercial rights to a nation which had refused us justice.

The weak can never wait—that is the privilege, as it is often the proof of strength.

American patience is not likely to be misconstrued as American weakness.

TO-DAY IN GERMANY.

Failure of the Machine.

In the following article from the *Times* the writer, who is a neutral man of business, with extensive connections in Germany, deals with the growing scepticism created among all classes by official machine-made news. The public are in a frame of mind in which they are willing to catch at straws and the machine itself is showing signs of wear.

It is believed in England and at times mentioned in the newspapers that some people in Germany take a gloomy view of the future. I am able to confirm this, but must also add that these people are very few indeed, although important, because their number is increasing daily. They belong to the class which has a wider view of things than the population at large, and are to be found among business men, bankers, professors and, what is more important still, among officers of high reputation and rank.

The fact is that courage and faith are sinking daily—whether admitted or not—not because the present position of their armies is unfavourable—no, they are almost everywhere fighting on the enemy's soil, and much is made of that by the press and the government—not because there is a scarcity of anything exactly just now; they have food, ammunition, money and plenty of soldiers, but because they make comparisons with their enemies and find that they also have food, ammunition, money and soldiers, and in any case in large quantities than themselves.

The pressure of the British fleet is becoming intolerable and gradually crushing them. Their trade with neutrals is tremendous, but insufficient to keep things going for any length of time—I know for certain that well-known officers have expressed intense disappointment with the results achieved up to now. During the early part of the war officers did not dream of or dare to use such a phrase as "If we should be defeated," but now it is quite common, being even recently used by the chief of the grand general staff.

Public and Press.

On the whole, it is not possible to find much accurate information in the Press about any European country now engaged in the war and this has led to a great deal of mistrust of the statements of the German press. There is an immense change in this since the first three months of the war. When the public heard from travellers and neutrals that there was no revolution in Ireland, that the Colonies were loyal to the Empire, and that France and England were not quarrelling they began to wonder where and how they could read the truth. I have often advised them myself to read neutral papers.

One thing is a great comfort to them; they are convinced that the enemy press, and especially the English, is ten times worse than theirs. "Englische Lügen-nachrichten"—English lies—is a most common heading in the papers and the authorities find it wise to deny most of the news appearing in the English press.

In Düsseldorf, where faith in the press was so badly shaken when, after the visit of the English airman, the papers reported slight damage, whilst all inhabitants knew of death and destruction, a business man said to me: "How is it that England in many respects knows more about us than the majority of the Germans themselves?"

The same gentleman told me that the earlier Germany could come to terms with her enemies the better, and as the chief reason of his pessimism he mentioned the present.

TWO GOOD STORIES.

Mr. Churchill has as sharp a tongue as some of those who attack him. The story is told that a lady who sat next to him at dinner one night soon after he changed sides in politics, remarked to him, "Mr. Churchill, I don't like your politics any better than your moustache." "Madam," replied the imperturbable young man, "you will never have the opportunity of closer acquaintance with either." That reminds one of the story of another eminent politician whom an ambitious lady in years gone by designed to marry. She contrived to get him *tête-à-tête* in a drawing-room one evening and she said archly, "Do you know, Mr. F. and so, that silly people are saying we are engaged?" "Ah," said the eminent politician with the readiness of a great debater, "but we know better, don't we?" The marriage was not arranged and the lady is now the wife of another eminent politician on the other side of the House of Commons.—*Sunday Chronicle*.

tioned the present reserved and half-hearted expressions of high officials and officers in command compared with those of the first period of the war. In the homes of several of my acquaintances I found neutral papers where four months ago only German were to be had. The explanation given to me was that they fully believed their own, but wanted to have a wider view of things and to be able to compare.

People wonder why almost every official message of the great general staff indicates gains and advances whilst the fighting line is still practically where it was five months ago.

The masses find great comfort in the belief that in England racing and boxing matches are still foremost in the Englishman's mind, and they think that there will be no difficulty in bringing down a people who fail to understand the seriousness of the present time. When the announcement of the boxing match between Wells and Moran became known in Germany I was extremely surprised to see the tremendous effect it had on the lower middle class. "Why doesn't he go and fight for his country without gloves on instead of amusing people, whilst his brothers are dying in the field," I heard once expressed.

What will happen when the plight of Germany can be hidden no more from the population is very difficult to foresee, but when the government in spite of its marvellously organized grip on the press, is no longer able to hide the unfavorable news, the worst side of German character will appear. Then all the hatred against their own leaders, their own press for having deceived them, and a collapse will almost certainly follow.

This is also a pronounced opinion in neutral countries, where it is felt that this war will be the doom of German militarism. Many Germans in the South believe that after the war the German people will take the upper hand in the government of the country. There has been lately a certain amount of disagreement among some of the well known Socialist leaders. On the whole, the quarrel has nothing to do with the question whether they are for or against the war, but misgivings have been heard about its being drawn out too long; and there have been protests against the exaggerated and unattractive hatred of Great Britain. However, the two or three protesters are only likely to bring the rest of the Socialists into still closer relationship with one another, at least for the present.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Turkish prisoners complain of lack of food in Gallipoli.

They say they would have surrendered but for fear of the Germans.

Prince Henry of Prussia and Field Marshal von Hindenburg have visited Libau.

In a speech to the officers Prince Henry declared that Libau would be held to the last extremity, because it was the key to the Baltic.

NEWS.

"Iron Box" replies to our boxing article, in to-day's issue.

There was an interesting action mentioned in the summary Court, this morning.

"Our Contemporaries" appears on page 2, Commercial News on page 3, and Log Book on page 6.

POWER OF THE FLEET.

Germany's Naval Unpreparedness for the Present War.

Mr. A. H. Pollen, speaking on "The Navy at War" at the Mansion House said this eve for as the sea was concerned Britain began this war fully prepared and as if she had expected it. Germany was thoroughly unprepared, and undoubtedly did not expect war with England. If Germany had expected war she would have had every merchant ship she could spare armed on the trade routes. Germany was about 40 per cent. inferior in ships of the most powerful kind. The enemy's navy did not come out and fight because of its inferiority in numbers.

There was no ship afloat to-day that could not be sunk by three broadsides. A ship was more vulnerable than an army, although it was much more powerful.

Dealing with the subject of gunnery, Mr. Pollen said that if they could imagine St. Paul's put on the top of Snowdon it would give them the height at which a projectile from a 13.5 gun travelled. Accuracy of shooting at sea depended upon close trained observation of fire. It would be a great mistake to suppose, however, that the real power of the Navy lay in the enormous ships and guns. The real power was in the class of men who manned the ships and guns.

DON'T FORGET.

TO-DAY.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Charity Polo Match—5.30 p.m.
H.K. Tramway Co., Ltd. ordinary General meeting noon.
Tuesday, June 22.
Auction of Household Furniture, No. 8, The House, Street—G. P. Lamont.—2.30 p.m.

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Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to No. 160, Wellington Street, second floor.

Hongkong, 29th Jan., 1912.

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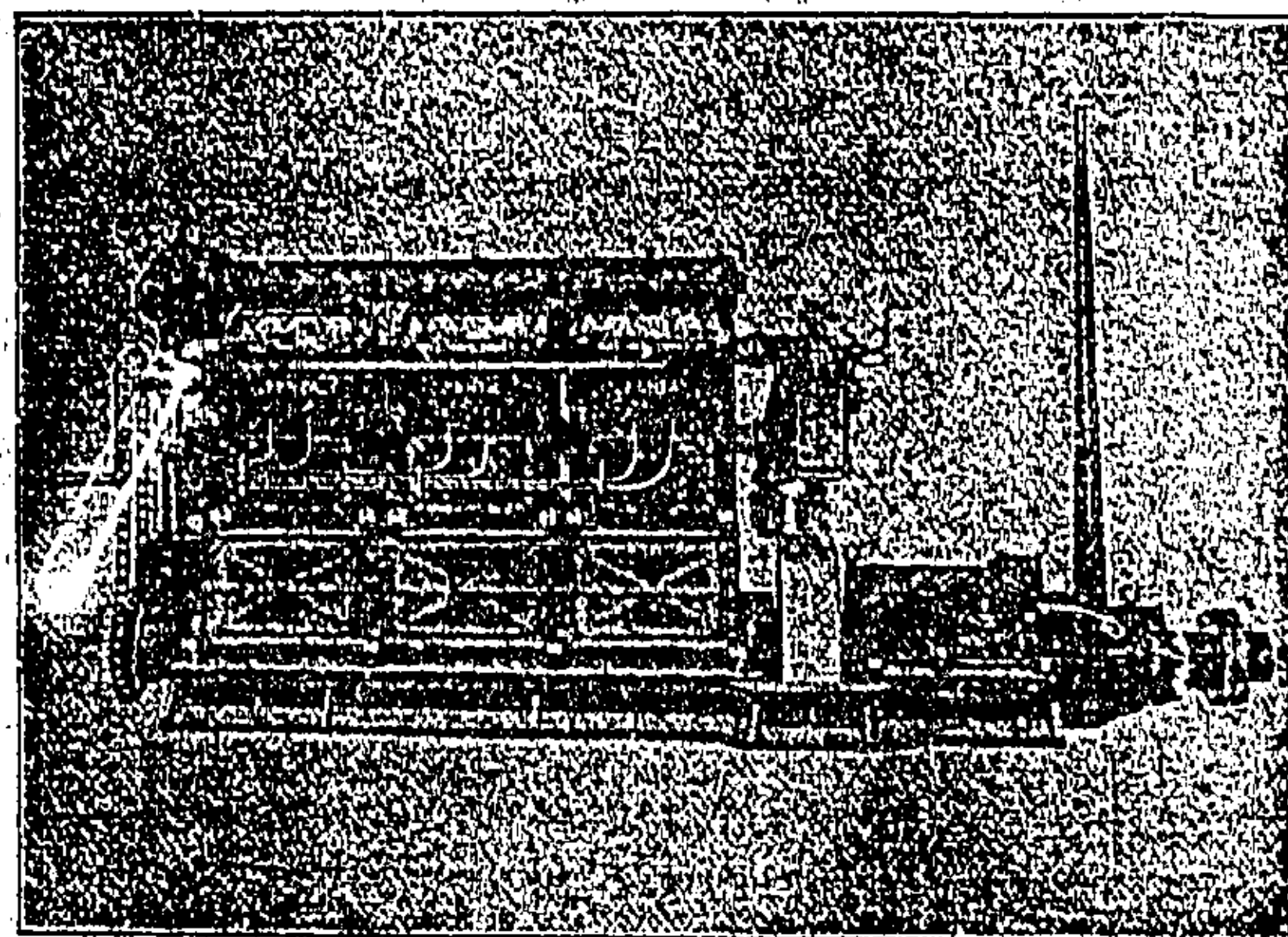
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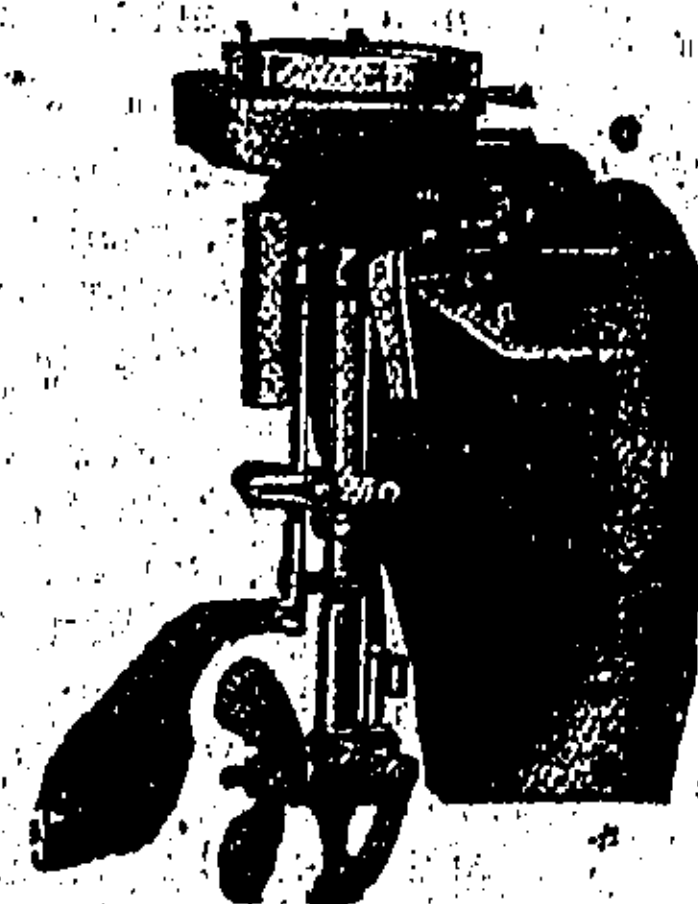
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ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013

Developing, Printing & Enlarging
Hongkong, 18th July, 1913.

OUR CONTEMPORARIES.

South China Morning Post.

Shanghai Stock Exchange.
Whatever may be the effect of the drastic measure proposed by the Shanghai Stock Exchange in relation to the subject of forward contracts, as fully reported in yesterday's issue, there is no denying that an honest attempt is being made by those who control dealings in shares in the northern settlement to place business on a sound and workable footing. The disastrous smash in 1910, resulting from the rubber boom and the practices then indulged in by both brokers and their clients, is still within the memory of speculators and investors throughout the Far East and there are many who are even now paying heavily for their folly during that exciting period. It is some what surprising therefore to find one gentleman at the Stock Exchange meeting who, while confessing to be "one of the strongest supporters of, doing away with gambling," opposed the proposed change on apparently no other ground than that "it did not exist in any other stock exchange or any body of a similar kind in any other part of the world."

Daily Press.

Disaffection in Germany.

Among the latest means of "stimulating public enthusiasm for the war" we notice an effort to represent the anti-German riots which occurred in the dock districts of London and Liverpool when news of the Lusitania infamy was published, as evidence that the course of the war had produced demoralisation and "suppressed revolution" in England. To any person having knowledge of the facts, the suggestion is ludicrous, and it is very much to be questioned whether any person in the Government Bureau which inspired the publication of such a travesty is honestly under such an illusion. We are convinced that Germany will have long to wait for any real signs of demoralisation or suppressed revolution in England. We hear of no Peace meetings being held in the United Kingdom, or of any disaffection such as seems to be rampant in Germany. Quite the last thing that Germany can hope for is that the end of the war may come by revolution in England. The nation and the whole Empire stands absolutely united and firm in its determination to prosecute the war, at whatever cost, to a triumphant end.

China Mail.

Labour Exchange Work in England.

In co-operation with the Home Office the Bureau is now considering what may be done to make it possible for employers to release eligible men who are not urgently needed at home. It is probable that the more general employment of women will be urged, and it is not anticipated that such a course would give rise to any real difficulty. The chief trouble appears to be agricultural work. It is not here a question of releasing men, but of finding workers to take the place of men who have already enlisted. So far comparatively few women have shown any wish to do farm work.

We have, in fact, in this excellent Labour Exchange Bureau a typical instance of the effectiveness of British organisation when the exigencies demand such an institution. The British are often referred to as a nation that "muddle through." Superficial observers would do well to note that there is no little method in this apparent muddling. The Englishman conserves his strength, and that is why he is always so effective when the time for action comes.

For a good solid meal, a la Carte, or Table d'Hôte, with Wines & Liquors of the Best—**ALEXANDRA CAFE.**

GENERAL NEWS.

Turkish Baths in Favour.

One class of people benefiting by the war are the proprietors of Turkish baths. The first thing anybody back from Flanders, whether an actual combatant or only a bearer of dispatches, hastens to do is to take a Turkish bath as the one thing guaranteed to restore that civilised feeling that a stay anywhere near the front destroys, and the fashion thus set has spread through all circles of society. The baths at the bath and Automobile clubs are never empty nowadays, and one meets all sorts of celebrities in the cooling-rooms smoking and chatting after the sensation of enduring a temperature not far removed from boiling point. Even men who stay in London only amounts to a few hours—and in the emergencies of this unique war there are many such who breakfast in Boulogne or Dunkirk, lunch at a late hour in London, and sleep on Continental soil—make it a practice to take the short cut to a pervading sense of cleanliness that a Turkish bath alone gives. —*Sunday Chronicle.*

For The Red Cross.

London, May 10.—Their Majesties the King and Queen signified their intention of being present at the Royal Albert Hall, on May 13, at the subscription concert which Madame Clara Butt is to hold in aid of the British Red Cross Society and the Order of St. John. Mr. Kennerley Rumford, who is at present at the front in charge of his own motor ambulance, is returning for a few days in order to take part in the concert, which at the King's command will be the only "Gala" performance of the present London season. Mr. and Mrs. Rumford are paying the whole of the expenses, so that every penny received will be a direct subscription to the funds. By the express wish of the Queen Madame Clara Butt will sing Sullivan's "The Lost Chord," Liddle's "Abide With Me," and Elgar's "Land of Hope and Glory." Long before the box office was open close upon £2,000 worth of tickets were applied for. The first post a few mornings ago brought well over 800 guineas, while 200 guineas has been paid for a single box, and other boxes are being sold at prices varying from 25 to 100 guineas, and stalls are selling rapidly at 5 guineas each.

The Smoking Woman.

Some time ago the Newbham girls petitioned for the recognition of smoking. The Principal, I am told, very discreetly said that she would take the opinion of their parents. Since then I have heard no more on the matter. But it is none the less a fact that since the war began any number of women and girls have given up smoking. My own impression on the subject has been confirmed by other men. In Mayfair and Belgrave the smoking woman is less frequently to be met. With so many of them it is a case of smoking because they had idle hands. The woman who can smoke and work at the same time has yet to be born. So when they take to knitting for the boys in khaki they had to bid farewell to the Turkish and Virginia Exchange.

Sungari Alluvial Deposits.

The Bank of Chosen has been engaged in buying alluvial deposits and in refining the purchases. The bank management has planned to extend similar operations to Manchuria and proposes soon to start buying the outputs there. This plan originated soon after the opening of the Changchun branch of the Bank in September, 1913. The people of this branch submitted a sample of alluvial deposits brought to the market by Chinese to scientific tests, and found that it was not only larger in size than the Chosen outputs, but also it was of a fine quality. "Some of the deposits," says the Manchuria Daily News, "contained 08.2 (?) per cent. of gold." A systematic study of the producing centres and market conditions, was instituted. The chief producing centres are in the Upper Sungari in Heilung and Mongolian Prefectures. The outputs are first put on the Kirin market and are then brought to Changchun.

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AMERICA'S NOTE.

President Wilson's Words Not Those of an Individual But of a People.

The note from the State Department to the German Government at Berlin, protesting at the destruction of the Americans on the Lusitania, and of other invasions of American rights, and suggesting means by which the Germans may still preserve peace and friendship with the United States, is no ordinary diplomatic despatch, writes Professor Bushnell Hart in an American paper. It is known to be the product of President Wilson's own thought and pen, but even then it is not his note; it is the answer of the American Nation through its highest representative. It is more than an answer; it is a cool, searching and unanswerable statement of the case and its consequences.

No party sentiment goes into this reply. President Wilson is the President of every Republican, Progressive, Socialist and Prohibitionist in the country, as well as of every Democrat. He speaks the almost unanimous voice of a hundred million people. He represents five hundred million neutrals throughout the world. He is trying with all his might to save for mankind the great principle that nations have a right to be neutral. He insists that the United States is entitled to continue trade and intercourse with all other nations, whether neutrals or belligerents.

President Wilson in his clear and unmistakable English clinches once for all the distinction between shipments in our own vessels and shipments in the vessels of England or any other belligerent power. The Stars and Stripes is the rightful protection for every American vessel that is carrying ordinary wares, including food stuffs, either to Germany or to neutral ports. Neither England nor Germany has the slightest right to molest these vessels, except by stopping and searching them, to make sure that they are what they profess to be. Dropping bombs upon American ships from aeroplanes, and torpedoing them by submarines are intentionally hostile acts, unless speedy apology is made for the mistake, and an indemnity promised. When an American ship is torpedoed in such a way that the crew and passengers have not time to escape it is a fearful addition to the guilt of such acts; because it involves the lives of absolutely innocent human beings, non-combatants, neutrals and Americans. The note is in the right key when it declines to accept the German excuse that such vessels are destroyed in the so-called "naval zone." The high seas are the property of all nations, including the United States, and to take the lives of Americans navigating such seas, unless they are actually resisting the Germans, is not warfare but murder.

The note further expresses the nation's horror at the destruction of more than a hundred American

PASSED BY CENSOR.

A British prisoner in Germany has contrived an ingenious way to inform his mother that he is on very short rations, states the *Daily Express*.

She wrote to him some months ago asking if he would like some tinned food. She had no reply, until, a few days ago, she received the following postcard, passed by the German censor:—

My darling "little Mary," I have recently heard from my mother, and I gather from her card she is rather anxious about you. Poor darling, you are undoubtedly going through hard times now, but am glad my mother and others have at last begun to realise your need of outside help. Your allowance is quite insufficient for your needs; of all the sloppy things the State has done for dependants allowance is the sloppiest—just enough to exist on.

Am quite well.

lives on the Lusitania: The President simply focuses the calm common sense of the Nation by standing like a rock upon the position that his countrymen have a right to take passage on English vessels. Why not? He disposes once for all of the sophism that the United States cannot complain because "they took their own risk." Of course they took the risk that the Lusitania might be stopped on the high seas, and that they might have to tumble into boats and lose their baggage. Not one of the hundred or more American victims allowed himself to think so low of German humanity and character and sense as to believe that German naval officers would mercilessly kill them—men, woman, child and baby—that the breast! Not a soul of that ship was engaged in hostilities against the German empire, yet fifteen hundred were sacrificed for the alleged reason that without killing them it was doubtful whether the Germans could sink the Lusitania and get out again in safety.

What is the next step? It depends not on the American people, but on Germany. The future relations of the two nations do not depend simply on what has happened, bad as it is. What the Americans want to know, and must know, is whether these are acts of German state policy—whether they are to continue, Germany has appealed to mankind against the British domination of the seas; but never in the many aggressive acts of Great Britain has the British Government taken the ground that it had a right to shoot, smash, or drown non-combatants and neutrals for the offence of sailing on the world's high seas in unarmed vessels. It was a terrible responsibility to order the sinking of the Lusitania, and that responsibility goes straight back to the German Kaiser, who had the power to prevent it. It will be a still more fearful responsibility if the German Government glorifies this deed and gives no guarantee that it shall be the last of a hateful series.

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TO LET.—A House in Knutsford Terrace. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

MUNITIONS FROM AMERICA.

German Move to Get Export Stopped.

The German element in America, whose persistence has so far been unrewarded, is again bent on mischief-making. The latest move is to invoke the aid of the law to put a stop to the export of munitions to the Allies. Circuit Court Judges in various States, if the plotters have their way, will put a blockade on American ammunition factories, just as the British fleet has put a blockade on German ports.

News from Milwaukee states that a complaint has been filed there by a Beer named Samuel Pearson, who claims to have been a General in the Boer war. His complaint, which has been lodged in the Circuit Court, is against the Allied Chambers Company, and is designed to secure evidence proving that the company conspired with the Bethlehem Steel Company to manufacture shrapnel and ship it to the Allied forces contrary to the law of Wisconsin.

Pearson is not a rich man, but from the legal forces at his command it is clear that he has plenty of financial backing. In all probability he is merely a figurehead for a number of gentlemen with German names. He and his lawyers make no secret of their intention to bring similar suits in other States where the laws are like those of Wisconsin, in the hope that even if success can only be obtained in a few, it will have a serious effect on the Allied operations. This hope has been encouraged by the stress laid by

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LOST.—A PARROT, MOUNT GOUGH, THE PEAK. Pink and grey parrot; very tame. Finder will be rewarded. "J.E." c/o "Hongkong Telegraph."

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J. M. BECK, Superintendent.

Hongkong, 17th June, 1915.

Great Northern Telegraph Company, Ltd.

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R. BLACK, Superintendent.

Hongkong, 18th June, 1915.

Lord Kitchener and others on the importance of a full supply of munitions of war to the rapid advance of the armies in France and Flanders.

Washington, Friday.—President Wilson has instructed the Attorney-General to investigate the complaint filed by Samuel Pearson.

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The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 22, 1915.

JOURNALISM TO-DAY—AND TO-MORROW.

An interesting, informative and pre-eminently impartial pamphlet on the world's journalism has just been published by Mr. Williams, dean of the school of journalism in the University of Missouri. In a bright and readable form the writer sums up the world's press as it is at the present moment, giving each country's newspapers their just due. Mr. Williams has apparently travelled a good deal and has made very careful observation of all in his special line that has come under his notice. Not for the first time we find it laid down in these pages that all journalism is either British, American, French or German. Of American journalism, it should at once be said, Mr. Williams is in no wise blind to the main faults. According to him the United States paper is "more liable to error because it emphasises swiftness of publication and frequently has cheap labour in its production. It does not respect its readers as does the British journal, nor insist upon craftsmanship as the French, nor does it equal the German in its presentation of reading matter other than news. It is frequently not well balanced. It is intensely local; often, in the largest cities, provincial in the extreme. The headlines are usually out of proportion to the real news." But to this he adds—and there are many Britishers who will not quarrel with him on the point—"The American newspaper, however, in news facilities, in persuasive appeal to all classes, as a general medium for exchange of thought, is unsurpassed."

To a writer who approaches what must be a sore subject with such manifest frankness we can listen respectfully even when he sketches out a plan smacking somewhat of the idealistic which he wishes us to regard as the United States journalism of the future. Mr. Williams believes that his country will one day produce a paper not far from perfect: containing "the British information, the French logic and lucidity, the German accuracy" (save in war matters, let us trust!) "and scholarship." Of the other classes of the world's Press the writer is as fair and as observant as over that of his own country. He is full of ungrudging admiration for the home papers, though they who have read articles by such men as T. P. O'Connor, J. L. Garvin or G. K. Chesterton, to say nothing of veterans like G. W. E. Russell and H. W. Lucy, will scarcely agree that humour finds no room in British journalism. He speaks almost with bated breath of the British regard for accuracy, and seems to think it noteworthy that a London sub-editor who made a slight slip in a matter which apparently concerned not one per cent. of the paper's readers, should have been asked by the proprietors to transfer his services elsewhere. Of French and German journalism he gives a truthful and most interesting though brief account, pointing out what many of our readers are aware of: that the French newspaper men is a power, socially and politically, while the German, unless he be at the very top of the tree, is a nobody; "a mere ink sparrow," but that both are ahead, intellectually, of the pressmen of other countries.

While agreeing thoroughly with Mr. Williams' presentation of the newspaper to-day we are not sure that he will find a large number of people to follow him in his suggested picture of that of to-morrow. It seems to us that the paper of the future is more likely to be a plain record of events, minus trimmings, minus criticism, minus side issues and deductions—but very much plus advertisements. As far back as Thackeray's time, criticism of books had to be written with the fear of the advertisement manager before the critic's eyes; for to "write down" a book might be to lose Bacon's or Bunyan's advertisement. Any one of our readers who looks through a review column in any but the best Home papers must see that this spirit is expanding every day. Similarly, to write against a play, an opera, a certain stock or new venture, may be to make an enemy who is powerful enough to damage the paper. Criticism, then, shows every sign of finally developing into "toads" or of disappearing. The editorial page, too, is quite likely to drop out of existence altogether, for a day will come when readers will refuse to have the obvious placed under their noses every night or morning; especially since, nowadays, the man in the street is just as capable of drawing conclusions from events as the journalist. Even the present much-beloved pen-picture must die at last as people become more thoughtful and possessed of a more rapid imagination. Facts, and facts alone—and those within the smallest possible space—are what our grandchildren are most likely to ask for, and even to insist on getting.

To-day's Anniversary.

Eighteen years ago to-day Queen Victoria kept her Diamond Jubilee. Many of our readers who were at Home at the time will remember the pride with which London looked upon the Colonial and Indian troops who had been sent to honour the 60th Anniversary of the Queen-Empress' accession to the throne. Indeed, perhaps it was not till then that London, and Britain generally, recognised all that the words "British Empire" stood for. Till then Victoria had been "the Queen" and—in an indefinite sort of way not understood by any but Anglo-Indians—"Empress of India." When London filled with spectators from every region overseas, from Quebec to Hongkong, and when most of these regions were further represented by stalwart soldiers in the uniform of their own Colony or Dependency, people found out what empire meant. The outbreak of the Boer War, some two years later, drove the lesson home, for Canada, the Cape, New Zealand and Australia hastened to make it their war. Eighteen years ago the Empire was but little smaller than it is to-day, but the real feeling of oneness between Colony and Mother Country had not had a chance to show itself and to expand. To-day that feeling has developed into something of which every Britisher has a right to be proud.

The Courts Busy.

Yesterday and to-day the magistrates have had a tolerably busy time dealing out justice to evil-doers, and, in addition, the two judges have had their hands fairly full. Among other things we have to congratulate Commander Beek with on "doing the right thing" by some hawkers who were found on the s.s. Ixion without permission. The law prohibiting these pests from hanging about a ship in harbour without the consent of the skipper or chief officer is not a new one; it is well known to the whole of the community, and those who transgress it do so with their eyes open, thus adding insult to injury. The Marine Court magistrate seems to have viewed the matter pretty much in this light, for we notice that he sent three of the heroes to two months' hard labour and fined a fourth \$50. Little happenings of this description should gradually help to make the Chinese looser understand that he cannot do quite as he likes in a British colony.

Bigger Cases.

Yesterday the Chief Justice and the Poinsie Judge both had more serious cases to deal with. One man appeared in the Sammuty Court charged with armed robbery, and Mr. Justice Hazeland, who has a very intimate knowledge of the Chinese criminal, wasted no time in prescribing seven years and twelve strokes of the "cat." It is not the first time, by a good many, that Mr. Justice Hazeland has deserved the Colony's gratitude for having done all in his power towards contributing to the rooting out of crime here. Had other judges, in past years, followed the line which he pursues, their successors' work might not be quite so onerous. The main case with which the Chief Justice had to deal was an intricate one, for one of the principal witnesses was that detestable—but in Hongkong, very necessary—individual the informer. Everybody, of course, pleaded Not Guilty, though one prisoner acknowledged the time of the Court by acknowledging that he had received some of the property stolen, without knowing that it had been stolen. The "poor but honest" ricksha coolie and two other prisoners were discharged—apparently for lack of evidence, while the gentleman who accommodated the thieves by holding the watch got three years with hard labour. We hope to hear that the police have not done with the case yet. Things have come to a strange pass if a European can be violently robbed in the Colony without anyone's having to do penance save the man who took charge of some of the stolen property. It is all the harder on the police not to get a conviction in that arrests were made so speedily—indeed within quite a few hours of the robbery.

DAY BY DAY.

MEN'S EVIL MANNERS LIVE IN BRASS: THEIR VIRTUES WE WRITE IN WATER—Shakespeare.

Count the Columns.
 On Saturday the Telegraph published 36 columns of solid reading matter. To-day there will be 35 published.

The Mails.
 Australian Mail.—Closed to-day at 10 a.m.
 Siberian Mail.—Closed to-day per s.s. Anhui at 3 p.m.
 Siberian and American Mails.—Closes per s.s. Manchuria to-morrow at noon.

Up to the Minute—Share Market News.
 Closing prices:—No change.

The Dollar.
 The rate of the dollar on demand to-day is 1s 0½d.

To-day's Anniversary.
 To-day is the 18th anniversary of the Diamond Jubilee of Queen Victoria.

Drowned Whilst Bathing.
 The body of a Chinese has been sent to the Public Mortuary. He was accidentally drowned while bathing in a catch water in Wan-chai Gap.

Another Silver Theft.
 Mrs. Snowman, of Raven's Hill, Peak Road, has reported to the Police, the theft of two serviette rings and a silver cover valued at \$14.

Quartermaster Missing.
 Capt. Dixon of the s.s. Manchuria has reported to the police that a quartermaster of the boat named Dermott has been missing since June 19.

Alleged Murder Case Adjourned.
 This morning before Mr. Lindsay three Chinese were charged with the murder of a woman in Eastern Street. On the application of Mr. C. F. Mason the case was adjourned for a week.

Collision in the Harbour.
 As the result of a collision between the steam launch Yee Lee and a fishing boat, two little girls were thrown from the latter into the water. They were admitted to Hospital yesterday suffering from the effects of the immersion.

Killed at the Front.
 The flag of Messrs. Jardine, Matheson and Co. ships in the harbour were flying at half mast in memory of Mr. W. Davidson of the firm's Yokohama office, who joined the Army at the beginning of the war and has been killed at the front.

Victoria Theatre.
 The success of the series "The Perils of Pauline" is testified to by the crowded houses at the Victoria on Friday, Saturday, Sunday and last night. The Adventures will be continued in next Friday's programme. In addition to the Pauline pictures here was a most interesting film descriptive of oormorst fishing in Yunnan, some magnificent war pictures and three comic pictures. To-night a new dramatic film "Her Mistaken Choice," and another Wilkie picture, together with a representation of the Far Eastern Olympic Games will be screened.

DEATH OF MRS. R. COOKE.

Funeral at Happy Valley Yesterday.

Last evening the burial took place of the late Mrs. Robert Cooke, who died on Sunday, in the old residents' section of the Protestant Cemetery at Happy Valley. The deceased lady had resided in Hongkong for upwards of forty years. Those present at the interment included Mr. Charles Cooke, the only son, Mr. Duncan Clark, Lieut.-Col. A. Chapman, Mr. Donald Macdonald, Captain G. P. Lamont, Mr. Angus Sinclair, the Hon. Mr. W. Chabham, O.M.G., Mr. A. Denison, Mr. P. H. Holyoak, Mr. M. S. Northcote, Mr. John Rodger, Mr. F. O. Macdonald, Mr. W. Nicholson, Mr. H. A. Lamont, Mr. Geo. Hastings, Mr. F. M. Crawford, and Mr. B. A. Hale. The Rev. J. Kirk Macdonald conducted the burial service. The floral tributes were numerous and represented the leading residents of the Colony.

NOTES ON THE CRISIS.

THE GALLIOLI REPORT.

More Peace Talk.

Every two or three days there comes a hint—perhaps a tiny one, but yet a hint—that at least the German civilian mind is allowing itself to dwell on peace possibilities. And, side by side with this, is the quickly growing tendency towards speaking respectfully of the enemy. It is a good many months now since we heard that Sir John French's army was contemptible; not so many since the Germans endeavoured to "take back" the ex; reason, or since they openly testified to the trouble that the French and British were giving them. And now we find, first, a warning not to display excessive optimism (a most excellent phrase) over the possibility of victory in Galicia, together with a reminder that Russia is a dangerous enemy; and, second, such talk in the Prussian Diet as provoked the queer little speech from the President reported in our telegram columns to-day. "Peace is in God's hands," he observed; and the remark in itself is a concession; or, if you like, a climb-down from the Prussian attitude of a few months ago. Then, again, Prince Henry of Prussia is reported as saying that Lieba would be held "to the last extremity." How long has Germany been in the habit even of thinking of extremities, save in the case of Taiping? When she spoke of holding her Far Eastern possessions to the last extremity both her friends and her enemies knew that it was another way of owing to defeat in the near future. On the whole Germany is not in the best of spirits, and her belief in her final victory is not on the increase.

Fighting in Gallipoli.

The story from Reuter's Gallipoli correspondent is presumably the continuation of that gentleman's adventures and observations from last Sunday week. It is not dated; and we could have done with fewer frills, allusions to Longfellow's arrow or such flights of Daily Mail as "obliterated by a billow curtain of creamy smoke." Nevertheless the narrative is live stuff and seems to bring us more in touch with what is actually happening; and, here and there, it throws in some extremely useful and significant bits of information. Reuter's excellent description of the nature of the ground, in last week's wire, helps us the better to understand the Allies' position in regard to Achi-baba; and now he supplements that by a fairly close description of how the Turks have made use of the advantage which the ground has given them. Generally speaking they have made no use of it at all; they have put up a poor, half-hearted fight and have allowed themselves to be badly knocked about by men who had no position at all at starting and who had to do for themselves; with the spade, what Nature had done, and done most beautifully and thoroughly, for the Turks. There may or may not be importance to attach to the prisoners' statements. The tale about wanting to surrender but being afraid of the German guns certainly sounds like truth to those who know anything about the extent to which Germany has, consistently and for years past, overawed the Turkish people.

Mr. Bonar Law.

Mr. Bonar Law's remarks at Shrewsbury were so good without saying, intended exclusively for a gathering of schoolboys and their parents. No public man commits himself; even on the occasion of a school Speech Day, to remarks which he does not want the rest of the community to hear. Practically what he has done has been to reiterate the ancient truth to which successive generations of loyal British subjects have subscribed, and upon which it is to be hoped we are all agreed to-day—that, at need, everything in the country is the King's. Mr. Bonar Law has made his appeal in words that will carry and will be listened to, and we have no fear as to the readiness of our brethren at Home to show that the Government's confidence in the people is not misplaced.

HEROIC CANADIANS.

Magnificent Devotion at Ypres.

One of the most thrilling stories of the war that has yet been given is told by the Canadian Record Officer, now serving with the Canadian Division. He describes the devotion of the Canadians at Ypres, where they have made a deliberate sacrifice to save the Allied line.

The following are extracts from the account:—The graveyard of Canada in Flanders is large, says the writer. It is very large. Those who lie there have left their mortal remains on alien soil. To Canada they have bequeathed their memories and their glory. The story of the second battle of Ypres is the story of how the Canadian Division, enormously outnumbered—for they had in front of them at least four divisions, supported by immensely heavy artillery—with a gap still existing, though reduced in their line, and with dispositions made hurriedly under the stimulus of critical danger, fought through the day, and then through the night, and then through another day and night; fought under their officers until, as happened to so many, those perished gloriously, and then fought from the impulse of sheer valour because they came from fighting stock.

The enemy began to push a formidable series of attacks upon the who's of the newly-formed Canadian salient. It is possible to distinguish when the attack was everywhere so fierce, it developed with particular intensity at this moment upon the apex of the newly-formed line, running in the direction of St. Julien.

Four British guns were taken in a wood comparatively early in the evening of the 22nd. In the course of that night, and under the heaviest machine gun fire, this wood was assaulted by the Canadian Scottish, 10th Battalion of the 3rd Brigade, and the 10th Battalion of the 2nd Brigade, which was intercepted for this purpose on its way to a reserve trench. The battalions were respectively commanded by Lieut.-Colonel Leckie and Lieut.-Colonel Boyle, and after a most fierce struggle in the light of a misty moon they took the position at the point of the bayonet.

"I Wrote My Own Life Off."

All through the following days and nights these battalions shared the fortunes and misfortunes of the 3rd Brigade. An officer who took part in the attack describes how the men about him fell under the fire of the machine guns, which, in his phrase, played upon them "like a watering pot." He added quite simply, "I wrote my own life off." But the line never wavered. When one man fell another took his place, and with a final shout the survivors of the two battalions flung themselves into the wood. The German garrison was completely demoralised, and the impetuous advance of the Canadians did not cease until they reached the far side of the wood and entrenched themselves there in the position so dearly gained. They had, however, the disappointment of finding that the guns had been blown up by the enemy, and later on in the same night a most formidable concentration of artillery fire made it impossible for them to hold the position for which they had sacrificed so much. They fighting continued without intermission all through the night, and at 6 a.m. on Friday it became apparent that the left was becoming more and more involved, and a powerful German attempt to outflank it developed rapidly. The consequences, if it had been broken or outflanked, need not be insisted upon. They were not merely local. It was therefore decided, formidable as the attempt undoubtedly was, to attack and give relief by a counter-attack upon the first line of German trenches. This was carried out by the Ontario 1st and 4th Battalions of the 1st Brigade, under Brigadier-General Mercer, acting in combination with a British Brigade. It is safe to say that the youngest private in the rank, as he set his teeth for the advance,

BATHING AT NORTH POINT.

To-morrow Evening's Musical Programme.

By kind permission of the Colonel and Officers of the Regiment, the Band of the 74th Panjab's will play the following programme of Music at North Point to-morrow (Wednesday) 23rd inst. commencing at 9 p.m.

- 1 March "Old Comrades," Wilson.
- 2 Overture "Poet and Peasant," Suppe.
- 3 Solophone Solo "La Pluie," Cole.
- 4 Selection "The Cinema Star," Gilbert.

Introducing the following Songs:—

- Duet "Forgive and Forget"—Quaitie "Merry"—Song. "In the night."
- Duet "Love a dream"—Song "The Picture Palace Queen."
- Song "Money Talks"—Duet "When love grows cold."
- Song and Chorus "Girls"—Duet "O Louisa"—Song. "The Perfect Lady."
- Song "Every Girl's an Angel." Finale Act I.

- 5 Overture Solo "The Rosary," Nevin.
- 6 Two Step "Robert E. Lee," Pelzer.
- 7 Selection "The Passing Show," Finck.
- 8 Valse "Smiles, then Kisses," Ancliffe.
- "God Save the King."

J. W. CHRISTIAN.
 Bandmaster 74th Panjab's.

knew the task in front of him, and the youngest subaltern knew all that rested upon its success. It did not seem that any human being could live in the shower of shot and shell which began to play upon the advancing troops. They suffered terrible casualties.

Colonel's Heroism.

For a short time every other man seemed to fall; but the attack was pressed ever closer and closer. The 4th Canadian Battalion at one moment came under a particularly withering fire. For a moment—not more—it wavered. Its most gallant commanding officer, Lieut.-Colonel Birchall, carrying, after an old fashion, a light cane, coolly and cheerfully rallied his men, and at the very moment when his example had infected them, fell dead at the head of his battalion. With a hoarse cry of anger they sprang forward as if to avenge his death. The astonishing attack which followed, pushed home in the face of direct frontal fire made in broad daylight, by battalions whose names should live for ever in the memories of soldiers, was carried to the first line of German trenches. After a hand-to-hand struggle the last German who resisted was bayoneted, and the trench was won. This charge, made by men who looked death indifferently in the face—for no man who took part in it could think that he was likely to live—saved, and that was much. The Canadian left. But it did more. Up to the point where the assailants conquered or died, it secured and maintained, during the most critical moment of all, the integrity of the Allied line. For the trench was not only taken; it was held thereafter against all comers, and in the teeth of every conceivable projectile, until the night of Sunday, the 25th, when all that remained of the war-broken but victorious battalions was relieved by fresh troops. Referring to individual acts of gallantry, the writer of the account instances the case of Captain McQuig, of the 13th Battalion. This officer was seriously wounded, and when an immediate withdrawal was ordered, refused to let his men burden themselves with a maimed man. His last request was that they should give him two loaded Colt revolvers to add to his own; and so they left him in an abandoned trench waiting to sell his life.

IMPORTANT ACTION.

A STORY OF THE MISSING KEYS.

Alleged Attempt to Defeat American Immigration Laws.

In the Summary Court, this morning, Tong Lin, sued Tsung Yuen and Cheung Ying Sang for the sum of \$650; \$500 amount deposited with defendants and \$150, amount received by the defendants from the plaintiff under a vote of acknowledgment.

Mr. P. W. Goldring, appeared for the plaintiff and Mr. C. F. Maror, of Messrs. D'Almeida and Mason, appeared for the defendant. Mr. Mason contended that this was a contract to supply a certificate to the plaintiff to enable him to enter the United States of America, the plaintiff not coming within the exempted class. This was held by Mr. Justice Gompertz in action 5011 of 1909, to be illegal.

Mr. Goldring contended that action 5011 was not on all fours with the present one.

His Lordship:—I do not know anything about the illegality.

Mr. Mason:—It is admitted my Lord; it is common ground.

Mr. Goldring:—I think I can get over the facts in a few words.

His Lordship:—If I had known the facts I could have ordered pleadings.

Mr. Goldring:—The question is whether or the documents I have put in—there are some facts admitted by my friend to me verbally and I am sure he will admit them to your Lordship—this falls under the rule of Mr. Justice Gompertz in action 5011 of 1909.

The points are (1) That the sums of \$500 and \$150 were paid by the plaintiff, to whom, does not matter at this stage; (2) That the money was paid under the terms of exhibit I; a certificate in accordance with the terms referred to in exhibit I, was prepared by the second defendant in suit 603 and the only defendant in suit 604; that such certificate was given to the plaintiff by him.

Mr. Mason: A man of my client's standing cannot enter America.

Mr. Goldring: I do not admit that that was known or is known to my client.

His Lordship: You must agree on the facts, and he can only enter the United States of America in breach of the provisions of the Immigration Law.

Mr. Goldring: I do not know what the Immigration Law is.

His Lordship: Well you have agreed on the facts?

Mr. Goldring: This is as far as I can go—I do not know what the Immigration Law is.

His Lordship: Then you must call on the American consul—can you not agree on that question?

Mr. Goldring: I would agree if I could see the evidence in action 5011.

His Lordship: Here is the judgment.

Mr. Goldring: I have the Registrar's permission to see Mr. Justice Gompertz's notes in that case.

His Lordship: If you agree that he could not enter the United States in breach of the provisions of the Immigration Law which was the finding there.

Mr. Goldring: If I could see these notes in 5011—which I endeavoured to do yesterday but the key was missing—I would then, perhaps, admit it.

His Lordship: Where are those notes?

The Clerk said they were locked up but he would get the key.

Mr. Goldring: I waited for a long time my Lord.

His Lordship: You can see them now; I will adjourn the Court and you can look at Mr. Justice Gompertz's judgment.

Mr. Goldring: I have seen the judgment.

His Lordship: If it is against the Immigration Laws then it would be, in my opinion, an illegal contract.

Mr. Goldring: I want to address your Lordship on that point to distinguish the present case, on the facts your Lordship has now, from that case. It is quite different in this case. I can tell your Lordship now briefly if your Lordship please. First of all the contract in that particular

TRAM CAR LITERATURE.

Educational Efforts on Our Service.

The following literary efforts are to be seen in the Hongkong tramcars:—

By bridge and battery, town and trench.

They're fighting with bull-dog pluck;

Not one, from Tommy to General French,

Is down upon his luck.

There are some who stand and some who fall,

But how does the chorus go— That echoing chant in the hearts of all?

"Are we downhearted?—No!"

And what of the girl who is left behind,

And the wife who misses her mate?

Ob, well, we've got our business to mind

Though it's only to watch and wait.

So we'll take what comes with a gallant heart

As we busily knit and sew,

Trying, God held us, to do our part,

"Are we downhearted?—No!"

Jessie Pope.

"Don't forget the little collection box behind you."

You say the box is in an awkward place. We know it is, but never mind, do it be bashful, the passengers will not mind you leaning over them. Keep your copper cents for the little box, you would be surprised how they tell up.

"Don't forget the little box downstairs."

Our boxes are not opening quite so well as at first. After 10 months in the trenches our men are as cheery as ever, they are not aching, neither must we. Military Experts say the war will last two years, so every cent will be needed.

"Don't forget the little box downstairs."

"Another Band night to-night, I see."

"Yes! What did you think of the last one?"

"Oh! absolutely top 'o'."

"Yes! Music just the right sort, nice and light; and I see they have improved the seating accommodation."

"Well same time and place, eh?"

"Right O!"

LANGKAT OUTPUT.

June	1	...	Tons	205
	2	...	...	313
	3	...	...	322
	4	...	...	208
	5	...	...	237
	6	...	...	320
	7	...	...	299
	8	...	...	319
	9	...	...	293
	10	...	...	289
	11	...	...	337
	12	...	...	237
	13	...	...	256
	14	...	...	301
	15	...	...	303
	16	...	...	263
	17	...	...	234
	18	...	...	257
	19	...	...	256
	20	...	...	208
	21	...	...	250
Total to 21st inst.				6,115
Daily average				291.10

case was to be performed in America (that is the 5011 case). In this case what my client asked for was a certificate to be delivered to him in Hongkong. That takes it entirely out of the case—thirdly there is this point, that the case—

His Lordship:—To be delivered in America?

Mr. Mason:—The other being only a case of the purchase money being paid in America.

His Lordship:—You can see the judgment.

The keys not being found just then, the lawyers went into chambers and had the case adjourned until 2.15.

At 2.15 it was decided to proceed with the matter in chambers.

CANTON NEWS.

(From Our Own Correspondent).

New Yarn Factory.

Canton, June 20.

Cloth made in the Hing Ling District of Ka Ying Chow Prefecture is rather famous in this part of the country. But the yarn used in the manufacture of this cloth has heretofore been bought in Japan. There is now a movement on foot to make the yarn there also in order to render it a wholly native product. A certain wealthy merchant of that district has presented a plan for the establishment of a large factory and so hearty has been the response that he now announces that he confidently expects to have the factory in operation by the end of July. The capital stock is \$2,000,000, and fifty spinning machines will be installed at the beginning.

Tobacco and Liquor Monopoly.

Some time ago the Central Government announced that it was their intention to establish monopolies for the sale of tobacco and liquors in every province. They have taken the first step by sending a special officer to each province to inquire into the conditions there existing. Each officer is to receive \$200 a month and his time is limited to two months.

It is proposed to set the internal revenue tax at from 30 per cent, to 50 per cent, beside the usual customs duty. The local Canton Press calls the attention of the authorities to the fact that this will serve only to give a fine opportunity to dealers in foreign cigarettes and liquors, as they can be sold much more cheaply than the local products if a high tax is to be levied.

School Meetings.

Recently some 300 of the schools in Canton and Honan have been holding meetings every Sunday to discuss matters bearing relation to their work. At the last meeting the subject discussed was the advisability of giving drill work to the pupils. The sensible conclusion arrived at was that drills would be of great benefit to the students and the recommendation made was that every school should try to establish drills as a regular part of the work.

This is certainly worthy of favourable comment. The muscular development of the average Chinese youth of the wealthier class is woefully lacking. Yet the boys of to-day must be the men of to-morrow. If China wishes to enjoy the honour of a strong, able-bodied race of inhabitants in the future she must develop her boys of the present. Good luck to the movement for giving drill work to all students.

Report of River Conservancy Board.

In spite of the disagreeably evident fact that the rain god seems to have lost all self control and utterly forgotten how to tip pouring his floods upon us, the report of the condition of districts subject to floods is surprisingly satisfactory. Wuchow seems to be the only place where the water is high enough to excite apprehension. There it has raised twelve feet in the past three days.

ANOTHER ESTATE MURDER.

Chinese Gang Robbers at Work.

Penang, June 8—Mr. D. M. Macfarlane, manager of Inchong Estate, the property of Sir John Barlow, in the Selama district of Perak, was murdered on Friday and robbed of \$1,000 in notes and silver which he was carrying from Penang. The tragedy occurred at 5.45 while Mr. Macfarlane was motor-cycling through a jungle road, where he was ambushed and shot with a gun loaded with buckshot at close range, receiving the full charge in the face and chest. Death was instantaneous. The body was discovered by a postman next morning. The murder is believed to be the work of Chinese gang robbers who have been guilty of numerous crimes in the district. The deceased, who was 33, came out in 1908. He was a native of Stirling and very popular. Great indignation prevails among the planting community. — Straits Times.

DAIRY FARM NEWS.

OUR SUMMER DRINKS

COLD FRESH MILK
SOURD SKIM MILK
STERILIZED
Make your own junket, we will furnish you with Rennet Tablets.
FREE OF CHARGE.

CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the Hongkong Telegraph.]

BOXING.

(To the Editor of the Hongkong Telegraph.)

Sir,—I shall be obliged if you'll favor me by inserting the undermentioned lines in your valuable paper.

Referring to Mr. F. Hall's article in your paper of the 19th ult, I beg to say that it is all Bosh! re my unwillingness to sign-up with Sapper Richards. I am prepared to meet Richards; or any other light-weight in the Colony over a course of 20 3 minute rounds for the best purse offered. Winner to take all, and a side bet of \$500.00.

Thanking you in advance a thousand times.

Yours etc.,

IRON BUX.

[The article referred to was not Mr. F. E. Hall's but one written by the Hongkong Telegraph. Boxing articles were waiting here to be signed and a deposit to be covered. The articles were not signed, and no money was forthcoming on behalf of Iron Bux. Ed.]

A LOCAL CHINESE AUTHOR.

Mr. Tse Tsan-tai, whose book on the Creation was reviewed in our columns some time since, has received the following:—

Yale University.
New Haven, Connecticut
May 7th 1915.

My Dear Sir,
I beg to acknowledge, with cordial thanks, the receipt of your interesting book on the Creation, which I shall present to the Library for the use of the University as a whole.

Very sincerely,
Arthur T. Hadley.

Mr. Tse Tsan Tai
Hongkong.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

We beg to notify our friends and all whom it may concern that we have no connection with the Glasgow firm of similar name whose partners were convicted on the 18th June of trading with the enemy.

Wm. JACKS & Co.,
Metal Merchants,
Shanghai, Calcutta,
Bombay, Karachi,
Rangoon and 5,
East India Avenue,
London.

Hongkong, 21st June, 1915.

PEAK TRAMWAYS CO., LTD.
NOTICE.

May Road Station will be open for traffic on and after Thursday July 1st.

Single fares from Upper or Lower Terminus 20 cents.

Season tickets available for three months between the Lower Terminus and May Road—can be obtained on application at the Company's office at the following rates.

Gentlemen ... \$20.00
Ladies ... 10.00
Children ... 5.00

JOHN D. HUMPHREYS & SON,
General Managers.

TO-DAY'S ADVERTISEMENT.

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.

SIXTEEN MILLION DOLLARS (\$16,000,000)

SUPPLEMENTARY ISSUE OF EIGHT MILLION DOLLARS (\$8,000,000).

SUBSCRIBERS to the above Loan are hereby notified that the Interest Instalment for the month of June amounting to Dollars One Hundred and Twenty Thousand (\$120,000) has been duly received by the undersigned and brought to Loan Service Account.

F. A. AGLEN,
Inspector General of Customs,
and Vice-Chairman of the
Bureau of National Loans.
Inspector General
of Customs.
Peking, 14th June, 1915.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

FRIDAY,
the 25th June, 1915, commencing at 11 a.m., at No. 42 Caine Road

(for account of the concerned)
A Quantity of Valuable Household Furniture

comprising:—
Teak Hatstand, Tapestry Covered Couch and Chairs, Blackwood Writing Table, Teak Overmantels with Bevelled Mirrors, Marble Top Round Table, Electric Ceiling Fan, etc.

Double-Brass & Brass Mounted Iron Bedsteads, Teak Wardrobes with Bevelled Glass Doors, Teak Dressing Tables, Marble Top Washstands, etc.

On view from Thursday, the 24th inst.

Catalogues will be issued. Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions from Mr. J. Wilkie to sell by Public Auction on

MONDAY,
the 28th June, 1915, commencing at 2.30 p.m., at his residence No. 10 Knutsford Terrace, Kowloon.

The Whole of His Valuable Household Furniture

comprising:—
Teak Hatstand with Mirror, Blackwood Flower Stands and Table, Japanese Curio Stands, Teak Overmantels with Bevelled Mirrors, Camphorwood Roll-Top Desk, Card Table, Br. & M. Mounted Enders, Engravings, White Lace Curtains, Rugs, Carpet, etc., etc.

Teak Extension Dining Table and Chairs, Teak Sideboard with Bevelled Mirror, Teak Dinner Wagon, Teak Bookcases, Ice Chest, Cutlery, Crockery and Glass Ware etc., etc.

Single and Double Brass Mounted Iron Bedsteads, Teak Wardrobes with Glass Doors, Teak Dressing Tables, Marble Top Washstand, Teak and Camphorwood Chest of Drawers, Toilet Crockery, Shanghai Bath Tubs, etc., etc.

On view from Saturday, the 26th inst.

Catalogue will be issued. Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

WANTED.

WANTED—At moderate rent from about August 1st a house furnished or unfurnished at the Peak must be in good position, detached, preferably with garden, and fairly newly built. Woodwork and paint must be in good condition. Apply No. 33 c/o "Hongkong Telegraph."

COOL AS A SEA BREEZE

The new idea and the true idea in Summer Underwear as exemplified by

B. V. D.

LOOSE FITTING

UNDERWEAR

and

SLEEPING SUITS

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MACKINTOSH & CO., LTD.

Men's Wear Specialists.

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TELEPHONE 346.

FURNISHING FABRICS

INCLUDING

CRETONNES, CASEMENT CLOTHS, LINENS,

VELVETS, TAPESTRIES, MUSLINS,

LACE CURTAINS.

SAMPLES ON APPLICATION.

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The French Jewellery House.

Grand Assortment in

WRIST WATCHES.

PRICES RIGHT.

As DIAMOND MERCHANTS world LEADING in the East.

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701	"NOCTURNE" in E Flat	Viola Solo.	Parlow
	"LIEBES FRUED"		
703	"HOME SWEET HOME"	Song	Alice Nielsen
	"LAST ROSE OF SUMMER"		
719	"GOOD BYE" (Tosti)		
	"SWEET GENEVIEVE"		
722	"WALTZ" G Sharp (Chopin)	Piano	Godowski
	"PRELUDE" D Flat		
724	"CARMEN" Overture	Sym. Orch.	
	"MAGIC FIRE SCENE"		

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APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

WESTWARD.

The S.S. "Japan," tons 6,013, Capt. Seddon, will be despatched
for Singapore, Penang and Calcutta on the 22nd June.The S.S. "Hela," tons 5,237, Capt. Butler, will be despatched
for Singapore on the 22nd June.The above steamers have excellent saloon accommodations for
passengers and are fitted with all modern conveniences and carry a
duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, June 21, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

TUESDAY, 22nd JUNE.

10.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

WEDNESDAY, 23rd JUNE.

8.00 a.m. Heungshan. | 8.00 a.m. Honam.
10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.Single Fare by Night Steamer..... \$ 6.00
Return Fare by Night (available also for Return by day Steamer)... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

s.s. Sul Tai, tons 1,651 | s.s. Taishan, tons 2,006

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 27th JUNE.

The Company's Steamship TAISHAN
will depart from the COMPANY'S WING LOK STREET WHARF
at 9 a.m. and return from Macao at 3 p.m.N.B.—The Company will also run a steamer from Macao on Sunday at 7.30
a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.
REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON and
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD., and THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednes-
day and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the
same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI.
These vessels have superior Cabin accommodation and are lighted throughout by
electricity. Electric fan in each Cabin.Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING.

IPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Katori Maru Capt. B. Kon	T. 20,000 [THURS., 1st July, at noon.
VICTORIA, B.C. and SEATTLE via Keelung, Shang- hai, Moji, Kobe, Yokohama, and Yokohama	Tamba Maru Capt. Nagasawa Yokohama Maru Capt. Komatsubara	T. 12,500 [TUES., 29th June, at 4 p.m. T. 12,500 [THURS., 8th July at 4 p.m.
SYDNEY & MEL- BOURNE, via Manila, Thure- day Island, Townsville and Brisbane	Nikko Maru Capt. Takeda Hitachi Maru Capt. Tominaga	T. 9,600 [FRI., 16th July at 4 p.m. T. 12,500 [TUES., 17th Aug. at 11 a.m.
CALCUTTA via Singapore, Penang & Rangoon	Sanuki Maru Capt. Teuda	T. 12,500 [SATURDAY, 15th June.
BOMBAY via Singa- pore, Malacca and Colombo	Colombo Maru Capt. Sakamoto	T. 8,000 [MONDAY, 15th July.
KOBE & Yokohama	Bombay Maru Capt. Ohba	T. 8,000 [FRIDAY, 15th June.
SHANGHAI, Moji & Kobe	Hitachi Maru Capt. Tominaga	T. 13,500 [FRIDAY, 16th July at 10 a.m.
NAGASAKI, Kobe & Yokohama	Mishima Maru Capt. Wada	T. 16,000 [TUES., 29th June at 10 a.m.

† Omitting Keelung.

‡ Fitted with wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Hirano Maru	16,000 tons	Thursday 17th June
Katori "	20,000 "	" 1st July
Kamo "	16,000 "	" 15th July
Kashima "	20,000 "	" 29th July

FOR AMERICA.

Tamba Maru	12,500 tons	Tuesday 29th June
Yokohama "	12,500 "	Thursday 8th July
Sado "	12,500 "	Tuesday 27th July
Awa "	12,500 "	Tuesday 10th August

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

SHANGHAI	Liangchow	24th June at 4 p.m.
WEIHAIWEI & TIENTSIN	Hulchow	26th June at noon.
MANILA, CEBU & ILOILO	Taming	29th June at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinkwa," "Taming,"
and "Teian." Excellent saloon accommodation amidships; electric
fans fitted; extra staterooms on deck aft on "Taming" & "Teian."SHANGHAI LINE.—The Twin Screw steamers "Anhui,"
and "Chennan" and the S.S. "Kaschow," "Liangchow,"
"Luchow" and "Yingchow" having excellent accommodation,
with Electric Light throughout and Electric Fans in the
State-rooms and Dining Saloon, maintain a fast-schedule service
between Canton, Hongkong and Shanghai, leaving Hongkong
for Shanghai direct every Tuesday, Thursday and Sunday, taking
Cargo on through Bills of Lading to all Yangtze and Northern
China Ports.These steamers land passengers in Shanghai, avoiding the
inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 38.

Hongkong 22nd June, 1915.

SHIPPING.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjilarom	JAVA	24th June	SHANGHAI	2nd half June
Tjipanas	SHANGHAI	24th June	JAVA	25th June
Tjilatjap	JAPAN	2nd July	JAVA	3rd July

x Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers. All
steamers carry a duly qualified surgeon. Cargo taken at through
rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building. [15

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Tenyo Maru	22,000 - 21 knots	Tuesday, 29th June, at noon.
Chiyo Maru	22,000 - 21 knots	Tuesday, 24th Aug., at noon.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " " San Francisco £45. " " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-
ARIES etc.ROUND THE WORLD Tickets issued in Connection with all the Principal
Mail lines and the Trans-Siberian Railway.Passengers may travel by Railway between ports of call in Japan free of
charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ
PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-
ANDAN ROUTE TO BUENOS AIRES, ETC.

Kiyo Maru 17,200 - 15 knots Saturday, 10th July.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans	24th June	22nd June at 11 a.m.
Empire	17th July	17th July "
Eastern	15th July	9th Aug. "
Aldenhams	2nd Aug.	23rd Aug. "

The above Steamers are fitted with Refrigerating Machinery, ensur-
ing a plentiful supply of Ice, Fresh Provisions, etc., and are
lighted throughout with Electricity. All State-Rooms have Electric
Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the
Coast, having splendid Accommodation for First-Class Passengers.
Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Maiching	W. C. Passmore	TUES. 22nd June at 2.30 p.m.
Halmun	A. H. Stewart	SUN. 27th June at 10 a.m.
Haitan	J. W. Evans	TUES. 29th June at 2.30 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Laing & Co.,

General Managers.

LOG BOOK.

Buoy Re-moored.
Notice has been given that the
East Channel Light Buoy on the
River Yalu has been re-moored
in its original position.Nanyo Kisen Kaisha.
The Nanyo Kisen Kaisha (The
South Sea Steamship Co.) opened
the South Sea Island service un-
der the new Government contract
in April. The ships, according
to the new arrangement, are to
call on the outward voyage at
Hongkong, Batavia, Samarang,
and Sourabaya. Hitherto, they
used to sail from Sourabaya to
Hongkong direct, but now they
are ordered to call at Macassar
and Balic Pappan. The ships in
the service were the Ryojun-
maru, Banri-maru and Hokuto-
maru, which maintained monthly
service. The Borneo-maru is
added to the list, and the four
steamers will maintain 16 voy-
ages a year, a ship leaving every
23 days.Repairing Poyang Dyke.
When Hsu Shih-kuang, Com-
missioner for repairing the flooded
dyke at Poyang on the Yellow
River, asked for funds to carry on
the engineering work, the Pre-
sident instructed the Ministry of
Finance to send \$500,000, and
the Chihli Governor to send
\$800,000. He also ordered the
Ministry of Finance to ask other
provinces to raise the balances of
funds required for the repairs on
the dyke. The estimate made by
the Director-General of the con-
servancy work of the Yellow River
provides for a total expenditure
of \$5,376,580. The Director-
General was given \$400,000
when he left Peking and funds
reserved for the redemption of the
Tientsin-Pukow Railway amount-
ing to \$980,000 will also be given
to the conservancy work. The
Ministry will try to pay \$600,000
and the provinces of Chihli and
Shantung, \$200,000 each every
month for conservancy work.—
Far East Review.Conservancy in Kiangsu.
Following a recent tour of
inspection, Governor Chi Yuehlin
has reported as follows:—"There
is an Irrigation Bureau established
to attend to the Conservancy
Work of the southern bank of the
Yangtze River. The work has
been carried on with considerable
success along the Liu River, Tu-
yang River and the Grand Canal
at Kiangyin, and no disaster need
be feared in future as provisions
have already been made against
the drought and the flood. How-
ever the dykes in Paoshanhsien
have not been repaired for many
years, and some calamity may
happen in that district. I was
struck by the danger of a breach
along the broken dykes. The
inhabitants offered income to me
praying most earnestly for the
safety of their lives by repairing
these dykes. As these dykes
affect the life and property of the
people of more than 10 hsiens,
immediate steps should at once be
taken."Vladivostok Harbour.
According to a report from
U.S. Consul Caldwell, the con-
tractor who has in hand the work
on the permanent port improve-
ments of Vladivostok had no
replies from American firms and
has had to purchase in Japan
cranes and other machinery most
urgently needed, amounting to
\$175,000. He will still require
\$500,000 worth of machinery.
Among appropriations for 1916
confirmed by Imperial order were
70,700 roubles (\$36,410) to deepen
the approaches to Nicolaevsk and
1,700,000 roubles (\$805,560) for
Vladivostok Harbour. The
Russian Government made pre-
paration to export through
Vladivostok 350,000 tons of wheat
from the Omsk, Siberia, district.
Vladivostok had no facilities for
handling such an amount of cargo,
but as it was the only port from
which the shipment could be
made temporary moorings and
storehouses were constructed. All
temporary moorings are connected
with the railway by spurs. Ware-
houses covering 100,000 square
feet have been finished 45 days.
This has increased the warehouse
capacity of the port by 100,000
tons per month.Oysters, Fresh, Fried or Stewed
Fried Ham, Baked Eggs, Kippers &c.
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
HAIPHONG	Taksang	Wed., 23rd June at 7 a.m.
YHAMA, Kobe & Moji	Yatsing	Fri., 25th June at d'light
SINGAPORE & Penang	Hopsang	Fri., 25th June at 3 p.m.
MANILA	Yunsang	Sat., 26th June at 3 p.m.
S'hai, Moji & Kobe	Fooksang	Thur., 1st July at d'light
SANDAKAN	Hinsang	Fri., 2nd July at d'light
S'PORE, Pang & C'outta	Lalsang	Sat., 3rd July at 3 p.m.
MANILA	Loongsang	Sat., 3rd July at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Daini, Weihaiwei.
‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Uaukan, Jesselton and Labuan.

For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
LONDON	Monmouthshire	End of June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9. Agents. [9]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents. 14

THE TAIKOO DOCKYARD
& ENGINEERING Co. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGE-MASTERS, BRASS & IRON, FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2 3/4 hours.

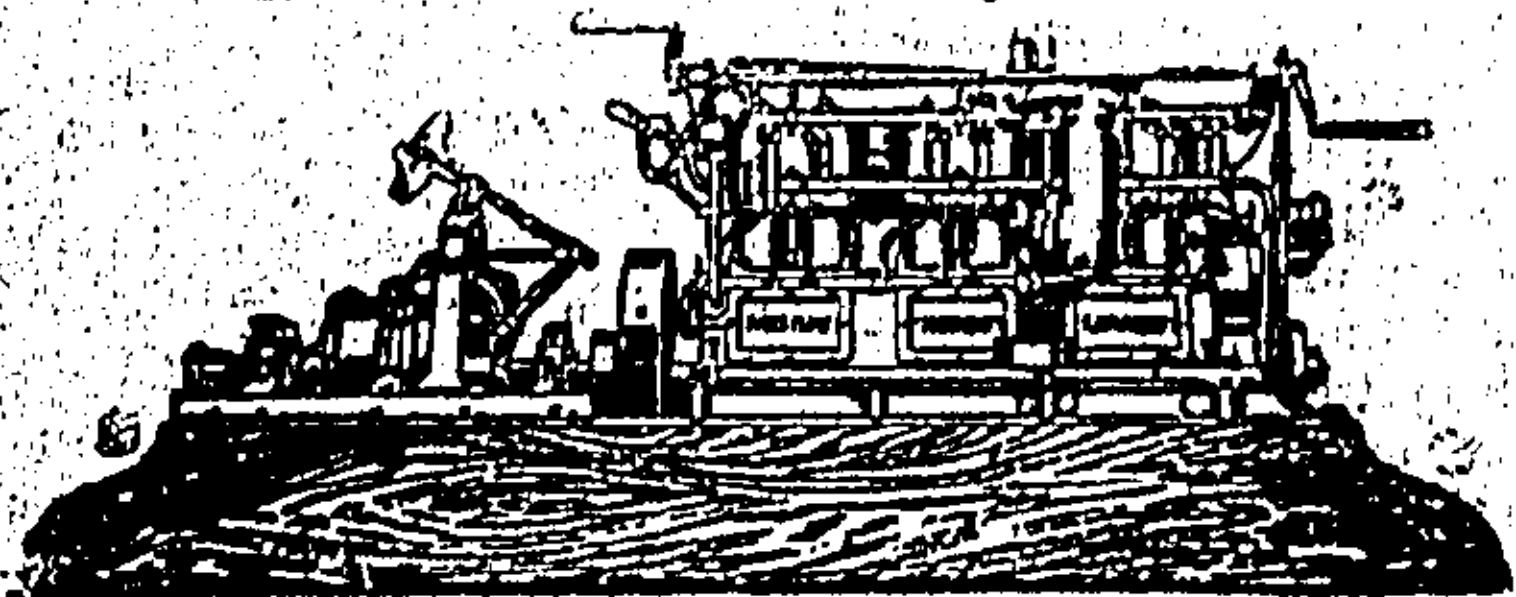
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 B. H. P.

As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.

B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telephone Address—"TAIKOO DOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London & Liverpool	Netherby Hall	B. L. L.	23, June
Marseilles via Ports	Chili	M. M.	26, June
London	Monshire	J. M. Co.	E. of June
M'les, L'don via S'pore etc.	Katori M.	N. Y. K.	1, July
L'don, S'pore, via Pang, C'bo, &c.	Karmala	P. & O.	7, July

NEW YORK, SAN FRANCISCO AND CANADA.

Via & T'ma via M'la, K'lung, B.C.	Canada M.	O. S. K.	21, June
San F'co via Manila & Japan &c.	Manchuria	P. M. Co.	23, June
Delagoa Bay, D'ban, E. L'don &c.	Kathiawar	B. L.	23, June
Via, B.C. & S'tie via K'lung &c.	Tamba M.	O. S. K.	29, June
New York via Suez Canal	Saint Ronald	D. & Co.	5, July
New York via Panama	Walton Hall	B. L. L.	8, July
South A'ca Ports expect Man'lo	Kiyo M.	T. K. K.	10, July
San F'co via M'la & Japan &c.	Nippon M.	T. K. K.	13, July
San F'co via S'hai & Japan &c.	Mongolia	P. M. Co.	20, July
San F'co via S'hai & Japan &c.	Persia	P. M. Co.	3, Aug.
San F'co via S'hai & Japan &c.	Korea	P. M. Co.	10, Aug.

AUSTRALIA.

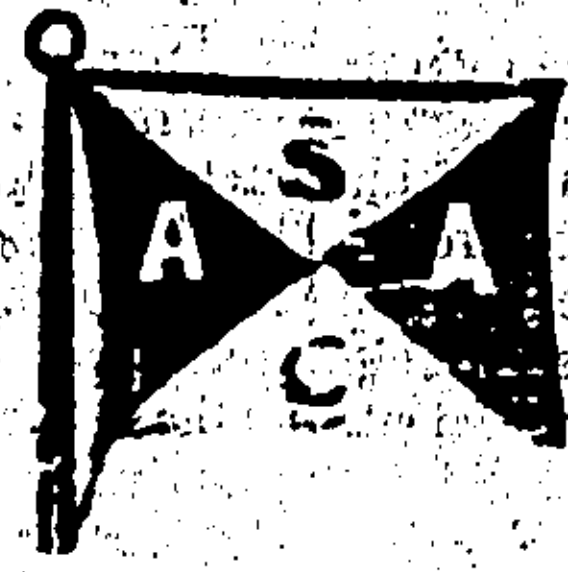
Australian Ports	Changsha	B. & S.	21, June
Australian Ports	St. Alban	G. L. Co.	22, June

SINGAPORE, COAST PORTS AND JAPAN.

Swatow, Amoy & Foochow	Haiching	D. L. Co.	22, June
Haiphong	Daigi Maru	O. S. K.	23, June
Shanghai	Hansang	J. M. Co.	24, June
Singapore, Mauritius & South	Salamis	B. L. L.	25, June
African Ports	Kashgar	P. & O.	25, June
S'hai, Moji, Kobe and Yokohama	Bombay M.	N. Y. K.	25, June
Shanghai, Moji & Kobe	Sankui M.	N. Y. K.	26, June
S'pore, Pang, R'oon & Calcutta	V. Ciotat	M. M.	26, June
Shanghai, Kobe & Yokohama	Mishima M.	N. Y. K.	29, June
S'hai, Moji, Kobe & Yokohama	Kashgar	P. & O.	2, July
Sandakan	Hinsang	J. M. Co.	2, July
Singapore, Penang & Calcutta	Laisang	J. M. Co.	3, July
Shanghai	Tijpanas	J.C.J. L.	Q. desp.
Shanghai	Tijtarom	J.C.J. L.	Q. desp.
Shanghai	Tjikembang	J.C.J. L.	Q. desp.
Japan	Tijlatiap	J.C.J. L.	Q. desp.
Shanghai	Tijmanook	J.C.J. L.	Q. desp.
Shanghai	Tjibodas	J.C.J. L.	Q. desp.

TO SAIL

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR BOSTON & NEW YORK

(With liberty to call at the Malabar Coast).

For freight or information, apply to

SHEWAN TOMES & CO.,

General Agents.

TO SAIL.

FOR SAN FRANCISCO.

The Steamship

"SAIKAI MARU"

The above steamer will be
despatched for San Francisco
direct on or about the 1st July.
For freight and particulars,
apply to

JARDINE, MATHESON
& CO., Ltd.

Agents.

Hongkong, 17th June, 1915.

TO SAIL.

THE INDRA LINE Ltd.

For Boston & New York,
via Suez.

For Freight, Passage and
Further Particulars, apply to—

JARDINE, MATHESON
& CO., LTD.

Agents.

Telephone No. 215 Sub. Ex. No. 9.

Hongkong, 23rd February, 1915.

MOVEMENTS OF
STEAMERS.

CANADIAN MAIL.

The C.P.R. s.s. MONTEAGLE arrived
Yokohama, on Sunday the 10th June, at
6.30 a.m. leave Yokohama, on Sunday,
the 20th June, at 11 p.m. due to arrive
Kobe on Tuesday, the 22nd June, at 6 a.m.

AMERICAN MAIL.

The P. & O. s.s. MANCHURIA will be
despatched from this port on Wednes-
day June 23, at 1 p.m. for San Francisco
via Shanghai, Nagasaki, Kobe, Yokohama,
Shimonoseki, Yokohama and Honolulu.
The Mopu Line s.s. MONTROSE from
United Kingdom left Singapore 13th inst.,
and is therefore expected to arrive here
on or about 25th inst.

MERCHANT STEAMERS.

The I. C. S. N. s.s. FOOKSANG from
Calcutta is due at Hongkong on the 25th
June.
The I. C. S. N. s.s. HINSANG from
Sandakan is due at Hongkong about the
25th inst.
The S. L. s.s. MERIONETHSHIRE from
London is due at Hongkong on the 25th
June.
The S. L. s.s. RADNORSHIRE from
London is due at Hongkong on the 12th
July.
The I. L. s.s. INDRASANUTA from
Vladivostok for Shanghai is due at
Hongkong end July, leaves for New York.

VESSELS IN PORT.

Steamers.

Ranella, Br. s.s. 3,406, J.T. Welsh, 8th inst.
—Newchwang, 1st inst. Ballast
—A. F. & Co.
Annar, Norw. s.s. 1,017, T. Odine, 8th inst.
—Bangkok, 1st inst. Gen.—T. &
Co.
Luch, w. Br. s.s. 1,238, D. R. Davies, 10th
inst.—Shanghai, General—E. &
S.
Hopsang, Br. s.s. 1,359, C. A. Robertson,
11th inst.—Bangkok, 4th inst.
Rice—J. M. & Co.
Taihai Maru, Jap. s.s. 2,123, J. Horuchi,
13th inst.—Dairen, Coal—M. Co.
Fookshing, Br. s.s. 1,143, J. M. Hay, 14th
inst.—Hongay, 11th inst. Coal—
J. M. & Co.
Itola, Br. s.s. 3,402, R. S. B. Butter, 15th
inst.—Singapore, 9th inst. Gen.—
D. S. & Co.
Childar, Norw. s.s. N. Horth, 15th inst.—
Bangkok, Rice—T. & Co.
Manchuria, Am. s.s. 3,750, A. Dixon, 16th
June—San Francisco, General—
P. M. S. S. Co.
Changsha, Br. s.s. 1,463, F. C. Gambrell,
16th inst.—Mebourne, General—
B. & S.
Panama, Danish s.s. 3,300, A. K. Boye-
mann, 17th June—Port Arthur,
Kerosine oil—T. & Co.
Utrecht, Dut. s.s. 1,034, J. O. Anker, 17th
June—Singapore, 9th inst. Ker-
osine oil—A. F. & Co.
Morsby, Br. s.s. 1,353, J. Fotheringham,
17th inst.—Bangkok, 9th inst.
Rice—Ray & Co.
Standard, Norw. s.s. 297, Johannessen, 19th
June—Hohow, 17th June, Rice—
Order.
St. Alban, Br. s.s. 2,538, E. B. S. Bakke,
19th inst.—Japan, Gen.—G. L. &
Co.
Anhui, Br. s.s. 1,305, G. Eddy, 18th June
—Shanghai, 15th inst. Gen.—B.
& S.
Chunang, Br. s.s. 1,418, C. J. Mattock,
19th inst.—Saigon, 14th inst. Rice
—J. M. & Co.
Tansen Maru, Jap. s.s. 1,422, G. Nishika,
19th inst.—Hongay, 16th inst.
Coal—S. & Co.
Sungkiang, Br. s.s. 1,601, J. Robinson, 19th
June—Hohow, 18th June, Gen.—
B. & S.
Haiching, Br. s.s. 1,267, W. C. Passmore,
19th June—Foochow, 17th June,
Gen.—D. L. & Co.
Lenan, Br. s.s. 1,356, 1,356, E. J. Cosmors,
20th June—Wei-hai-wei, 14th
June, Gen.—B. & S.
Hanof, Fr. s.s. 739, Lechevalier, 20th June
—Maula, 17th June, General—
A. R. Marty.
Kwangter, Chinese s.s. 1,463, J. McArthur,
19th June—Shanghai, 15th June,
Gen.—Order.
Kirin Maru, Jap. s.s. 2,735, T. Sasaki, 21st
June—Moji—15th June, Gen.—
N.Y.K.
Tamba Maru, Jap. s.s. 3,803, S. Nagasue,
20th June—Shanghai, 17th June,
Gen.—N.Y.K.
Fronshout, Norw. s.s. 1,924, M. Jensen,
20th June—Bangkok, 13th June,
Rice—T. & Co.
Wingsang, Br. s.s. 1,517, T. H. Liehman,
21st June—Chefoo, 14th June,
Gen.—J.M. & Co.
Hinsang, Br. s.s. 1,395, A. Kennedy, 21st
June—Sandakan, Gen.—J. M. &
Co.
Hongkong, Fr. s.s. 739, A. Mangunta, 21st
June—Haiphong, 18th June, Gen
—Marty.

TO SAIL

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP COMPANY.

s.s. "MINNESOTA." (CAPT. T. W. GARLICK.)

Capacity 28,000 Tons. 27,500 Tons Gross Register. Length 680
Feet. Beam 73½ Feet.

EQUIPPED WITH WIRELESS TELEGRAPHY.

Sails from Hongkong about end of June

For SEATTLE via MANILA, NAGASAKI, INLAND SEA,
KOBE & YOKOHAMA.

Hongkong, Manila & Shanghai to Seattle or San Francisco	£36.
Round Trip Tickets (Good for Six Months)	54
Nagasaki to Seattle or San Francisco	33
Round Trip Tickets (Good for Six Months)	49.10
Kobe and Yokohama to Seattle or San Francisco	31
Round Trip Tickets (Good for Six Months)	46.10
Manila, Hongkong, Shanghai or Japan Ports of call to London	65
London and Return (Six Months)	109
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (24 Months)	114

Reduced rates to all Points in the United States, Canada,
and Europe.

Luxurious Passenger Accommodation—Suites and State-rooms
(all outside rooms), Music room, Library, Smoking room, Nursery,
Laundry, Telephones, etc.

DIRECT connection at Seattle with Great Northern and
Northern Pacific Railways for all points in the United States,
Canada and Europe.

Cabin passengers may travel by rail if desired between ports
of Yokohama, Kobe and Nagasaki, without extra charge.

Special rates to Missionaries, and their families.

For full information regarding freight and passage apply to

NIPPON YUSEN KAISHA, Agents.

Prince's Building.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON & LIVERPOOL	Netherby Hall	23rd June.
MARSEILLES & LONDON	City of Rangoon	26th July.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

Hongkong, 18th June 1915.

General Agents

AMERICAN AND MANCHURIAN LINE.

For NEW YORK via PANAMA.

THE Steamship

"WALTON HALL"

5,933 tons, will be despatched as above on Thursday, 8th July.

For freight and further particulars apply to—

THE BANK LINE LTD.

General Agents.

Hongkong, 7th June, 1915.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1. A.B.C. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkiss

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS—

NAME OF DOCK OR SLIP	LENGTH OF DOCK BLOCKS	ENTRANCE BREADTH	DEPTH OVER BILL AT ORDINARY SPRING TIDES	RISE OF TIDE SPRING NEAPS
KOWLOON				
No. 1 Dock, Kowloon	700	124' 10" (10' 10" bottom)	20'	7' 6"
No. 2 Dock, Kowloon	271	71'	11' 6"	7' 6"
No. 3 Dock, Kowloon	244	66' 3"	11'	7' 6"
Patent Slip, No. 1 Kowloon	240	60'	11'	7' 6"
Patent Slip, No. 2 Kowloon	240	60'	11'	7' 6"
SAI-KONG-TSUI				
Chungking Dock	450	61'	10'	7' 6"
ABERDEEN				
Harbour Dock	430'	61'	11'	7' 6"
Lowest Dock	271'	61'	11'	7' 6"

OFFICE: KOWLOON.

Telephone No. 1 K.

Please Address Enquiries to the Chief Manager.

R. M. DYER S.S.C. M.N. Kowloon Dock Hongkong

TOWN OFFICE:
QUEEN'S BUILDING.
Telephone No. 30, Hongkong.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, TUESDAY, JUNE 22, 1915.

HONGKONG TRAMWAYS.

The Secretary of State's Thanks.

The General Manager of the Hongkong Tramway Company, Ltd. has received the following letter from the Hon. The Colonial Secretary:—

Colonial Secretary's Office, Hongkong, April 30, 1915. Sir—I am directed to inform you that, in forwarding a report by the General Officer Commanding to the Secretary of State on the Military operations in this Colony from the outbreak of the war up to the end of the year 1914. His Excellency the Governor was pleased to bring to the notice of the Secretary of State for the Colonies the public spirit exhibited by the Hongkong Tramway Co. in placing their services at the disposal of the Military Authorities and rendering much valuable assistance, and that Mr. Harcourt has desired His Excellency to convey to you his appreciation, which is shared by the Army Council, of the assistance rendered.

I am, Sir, Your obedient Servant,

(Sd. CLAUD SEVERN.)

Colonial Secretary, The General Manager, Hongkong Tramway Co. Ltd.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut-Col. A. Chapman V. D. state:—

Leave.

The undermentioned are granted leave of absence as follows:— Private K. Brayshaw from 1.0. 6.15 to 6.7.15.

Gunner C. Humphreys from 22.6.15 to 22.8.15.

Parades.

Parades for Wednesday, 23rd instant, 7.00 a.m. Signalling Section—Signalling Instruction at Headquarters. 5.30 p.m. Right Section M. G. Co.—Squad Drill at Headquarters for Recruits who are not passed out to-day.

Detail. On duty at Gun Club Hill, Kowloon—No. 2 Section Artillery Battery. Officer on duty Capt. Murray Scott. On duty at Kowloon (Detention Camp)—H.K.V.R. Orderly Officer Lieut. Kennett. Orderly Sergeant Sergt. Friih.

HARBOUR OFFENCES.

Before Commander C. W. Beckwith R.N., at the Marine Court this morning, P. O. Kong Pai, charged Chan Tsung, mistress of a passenger boat, with unlawfully using nets within the harbour limits, for the purpose of lifting articles from the bed thereof, on the 22nd inst., without written permission from the Harbour Master. Defendant was fined \$10, while Chan Mai, master of another passenger boat, who was charged by P. C. Lau Fat with the same offence, was also fined \$10.

P. O. Dyke, charged a boatman, with moving about the harbour during prohibited hours on the 21st inst., without a special permit. A fine of \$10 was imposed. Another boatman who was charged with the same offence, by Lance Sergeant W. R. Sutton, was fined \$10.

Acting Police Sergeant E. S. Bond, charged six hawkers, with unlawfully being on board the s.s. Ixion, without the permission of the master, agent or officer in charge of the ship, on the 21st inst. The first, third and fourth defendants were sentenced to two months hard labour, the second defendant fined \$50, while the others were discharged.

P. O. Dyke charged three boat-people, with unlawfully moving about the harbour, during prohibited hours, on the 20th inst. A fine of \$10 was imposed.

ROPE THIEF PUNISHED.

This morning at the Police Court before Mr. J. R. Wood, Chan Fuk was charged with the theft of a quantity of rope, the property of Messrs Alfred Holt's Steamship Co. The value of the rope was said to be \$28.

The case for the prosecution, for which Chief Officer R. Dodd of the s.s. Ixion appeared, was that the rope was on the defendant's boat and that he threw it overboard on the approach of the Police.

The defendant was sent to prison for three months with four hours' stocks.

SPECIAL POLICE RESERVE.

Hongkong Police Reserve orders issued today are as under:—

Parades. To-day, June 22nd.—Nos. 3 and 4 Platoons, Portuguese Company, No. 1 British Platoon and Indian Platoon. All at 5.30 p.m.

Wednesday, June 23rd.—Nos. 1 and 2 Platoons, Portuguese Company, and Nos. 1 and 2 Chinese Companies. 5.30 p.m.

Thursday, June 24th.—Nos. 3 and 5 Platoons, Chinese Company Service Rifles.

All members of the Chinese, Portuguese and Indian Platoons in possession of Service Rifles must return same to the Armoury on Wednesday, June 23rd between 5.15 and 5.30 p.m.

This order does not apply to the following:—Sergeants Sirdar Khan, A. E. Alves, Mow Tung, Wei Wing Sam, F. da Silva and P. C. James Wong, O. Chan and H. M. M. Remedios.

Musketry. The Police Reserve will shoot against a team of the regular Police on Saturday, July 3rd, at King's Park.

MAD KAISER WILLIAM.

The following are the views expressed in a Yorkshire paper as to the German Emperor's future:—

I had a dream, oh such a dream, I almost fear to tell. I dreamt I saw mad William, Outside the gates of Hell. He stamped and raved, and cursed and swore, And kicked up such a din, The cause of all his anger was, They would not let him in. "Do you not know, then, who I am?"

He cried with such a shout, The Devil answered: "Yes, we know,

That's why we keep you out. The castles of Heaven and Earth,

Are all assembled here, But Hell would be more hellish still.

If you got in I fear."

"Where can I go?" the monster cried

Heaven, Earth, and Hell, say "No."

"There is a place" the Devil said,

"A thousand leagues below,

Where all the double-damned may go.

Who are too bad for Hell, They may, or may not let you in; I really could not tell.

Attila, Nero, Jezebel, Found shelter in this place,

The presence of a fiend like you, Would add to their disgrace.

Depart foul fiend, your presence here,

Pollutes the Courts of Hell; There is no place in my domain,

Where such a you may dwell."

I woke to find my dream was true, I really blush to tell,

Thus ended Kaiser William, The castaway, of Hell.

A Charming Album. We have received from Messrs. Kelly and Walsh a handsome little production: "Scenes in Hongkong," which consists of ten fine photographs of local subjects of interest.

WIRELESS IN SEA WAR.

How It Compensated the Loss of The Emden.

What part wireless telegraphy is playing in the war we shall not know until the war is over. That it is an important part, both at sea and on land, may be guessed, and in one way at least the veil has been lifted. But for wireless the Emden might still be carrying on her depredations.

In an article on Wireless and War at Sea, which Mr. Archibald Hurd contributes to the just issued Year Book of Wireless Telegraphy and Telephony, there appear the following passages:—

"Wireless telegraphy, in greatly assisting the scouting operations, placed in the hands of the stronger navy the ability to effect concentrations in force. Our illustration of this overwhelming advantage to the supreme sea power, and the only one which can be mentioned, perhaps, while the war is in progress, is afforded by the destruction of the German cruiser Emden. After a more successful career in the destruction of commerce than even the Alabama, of historical fame, achieved, she put into Cocos Keeling Island, and landed a party with the intention of isolating this small community.

"The wireless operator had time to send out a message for help. The signal was picked up by the senior officer in charge of the cruisers which were conveying transports from the Antipodes to Europe. The information was so full and accurate, and was received so rapidly that no doubt existed as to the identity of the enemy's ship or possibility of catching her. The senior officer selected for the duty of destroying the Emden the Sydney, of the Royal Australian Navy, a vessel more powerfully armed and swifter than the Emden. Within a few moments of the signal of distress being dispatched from Cocos Keeling Island, this man-of-war, cruising many miles away, had changed her course and was bearing down upon the Emden for the purpose of destroying her; and destroy her she did.

Wireless telegraphy was thus responsible for the complete destruction of this most famous of all commerce raiders; but for Signor Marconi's invention there is no saying when her career would have come to an end."

It is significant to note that at present the high power stations in Germany form the sole direct link between the Austro-German authorities and the world outside their immediate neighbourhood. The German cables, on which money has been lavishly spent for many years past, were cut by the British within forty-eight hours of the declaration of war, and the wireless long-distance stations in the German colonies were successively destroyed.

THE DEFENCE THAT FAILED. A Chinese charged with the theft of a coat that was hanging on a nail in a shop at Yaumatei, told Mr. Wood this morning that the prosecution was the result of a quarrel between himself and the complainant. He did not steal the jacket and in fact the complainant was wearing it when he arrested the defendant.

His Worship did not believe the man's tale and sent him to prison for six weeks with four hours' stocks.

Property Safe. There was a fair attendance this afternoon at Mr. G. P. Lammer's sales room, when property in Caine Road was offered. No. 40, Caine Road, went to Chan Wing for \$17,150 and No. 42, Caine Road to Chan Yip for \$22,900.

THE WORLD OF SPORT—AND WAR.

(Continued from page 10.)

the swell, well battered, the fore-top-gallant-mast gone. Of the other, nothing to be seen but floating wreckage, with here and there a man clinging, and the Molly-hawks, the vultures of the sea, swooping by. The wind moaned and death was on the air.

Then, see! out of the mist loomed a great four-masted barque underfull canvas. A great gale ship she seemed. Slowly, majestically she sailed by and vanished in the night. A young private in the Loyal North Lancashire writes home as follows:—

"One thing we were always hankering after was a wash and a shave. When I got the bullets in my hip and leg I lay for twelve hours before I thought I would try to crawl away. It was lucky I did crawl, for I have heard since that the men beside me were taken prisoners. I crawled along until I was picked up by a battery, and then they had to get rid of me, as they had to go into action. I crawled on a good bit further until I was picked up by some of the R. A. M. C. The first man who spoke to me was my own brother. And what do you think was the first thing he said to me? 'What the dickens have you done with my razor?'

The Sportsman's Roll of Honour.

Another first class cricketer, Lieut. W. S. Bird of the 6th Battalion King's Royal Rifles, has fallen in action. He was one of the best amateur wicket-keepers of recent years, and gained the honour of being selected for the Gentlemen against the Players at Lord's in 1903. Bird was contemporary at Malvern with A. P. Day and G. N. Foster, and was a member of the School eleven for three years starting in 1900. On going up to Oxford he took part in the Freshmen's match, but at the time W. Findlay, the present secretary of the Surrey county clubs, was the Dark Blue wicket-keeper, and Bird had to wait a year for his Blue. Captain of the 'Varsity eleven in 1907, his most successful experience against Cambridge was in 1904, when by helping the late W. H. B. Evans, who lost his life in a flying accident before the war, to score 93 for the seventh wicket he was mainly responsible for saving his side from defeat. On "going down" Bird did not play cricket regularly, but he assisted Middlesex on a good many occasions while he took part in several of the Scarborough Festivals. Another 'Varsity cricketer, Second-Lieut. K. H. O. Woodcock of the Rifle Brigade, attached to the Welsh Regiment is also reported killed. Woodcock had a remarkable cricket career though a short one. It began at Marlborough, where in 1913 his fourth season as a member of the eleven, he was captain. A fast bowler he gained his Blue at Cambridge as a Freshman and also took part in the inter 'Varsity match at Lords last summer. Whilst at Marlborough he was chosen to play for Hampshire against the South Africans, a big honour for a schoolboy, and last season he turned out for Sussex in two matches. In one—against Surrey at the Oval—he accomplished a sensational performance, taking six wickets for 43 runs on a batsman's pitch, and nearly causing Surrey to lose when there did not seem any doubt that they would win. The names of three well-known Varsity oarsmen have also appeared in the casualty lists. Lieut. A. O. F. Garnet-Botfield (South Wales Borderers) and a Lieut. N. Shaw Stewart (Rifle Brigade) have been killed, and Lieut. R. S. Shove (R. F. A.) is among the wounded. Garnet-Botfield struck two Com-

bridge trial eights and Stewart was a member of the New College crew who rowed for the Grand Challenge Cup at Henley last summer. One of the prominent members of the London Rowing Club, Shove was in the Cambridge boat in the races against Oxford in 1912 and 1913. Another Rugby international Sec.—Lieut. W. P. Hinton (Royal Irish Regiment) is wounded. An old Wesley College boy, Hinton was one of the best full backs Ireland has produced for some time, and from 1908 to 1912 he took part in sixteen international matches.

Racing to Stop.

The mandate has gone forth that Racing is to stop. The decision (our Racing Correspondent "Centaur" writes) has been dictated by sentiment rather than by sense. The man in the street who knows nothing about the conditions under which the sport is carried on, and on the whole has always been rather prejudiced against it, undoubtedly viewed with disapproval the continuance of race meetings whilst we were in a state of war. This feeling has been exploited for all it was worth by a group of newspapers. An anonymous letter here and there, a paragraph exaggerating and magnifying certain incidents have served to inflame public feeling. Indeed, the manner of prosecuting the campaign has been perhaps the worst feature of what breeders and owners, with huge capital invested in bloodstock, have had to put up with. Misrepresentations and unscrupulous argument have been used in a way wholly foreign to our British notions of fair play. True early this week a London evening paper came out with this contents bill. "The Derby. The King's action." Because His Majesty's horse Friar Marcus had been scratched for the Derby the suggestion was made that the King did not wish the race to take place. As a matter of fact, Friar Marcus was scratched because it was recognized that he had no possible chance of getting the mile-and-a-half of the Derby course. The decision not to run him was arrived at immediately after his poor show for the Two Thousand Guineas.

Apparently the evening paper referred to was ignorant of the fact that the King still had a horse named Sammarco entered for the Derby. In Parliament too questions have been asked leading to the supposition that racing was interfering with the Railway services and was occupying the time of policemen whose services were urgently required elsewhere. As a matter of fact no special police had been requisitioned for Racing, and no request for Metropolitan Police on behalf of Ascot had been made. Nor had any complaints been made to the Government by the Railway Companies that Racing was interfering with the transport of men and material of war. We have this on the authority of Sir Herbert Walker, General Manager of the London & South Western Company, and Chairman of the Government Railway Executive Committee. Those who have succeeded in their effort to stop racing seem never to have spared a thought for the loss it must inflict on the great community, who in different parts of the United Kingdom are engaged in the breeding and raising of horses. The arrangement in that racing is still to go on at Newmarket, "the peculiar circumstances and industries of which, dependent as they are entirely on racing, combine," we are told, "to make this exception expedient." But there will be no Derby this year and no racing at Ascot, Epsom, Sandown Park, Hurst Park and Kimpton Park. I shall have something to say next week about the effect which this must produce on the Racing industry.

THE LUSITANIA.

A Test for the American People.

The latest exhibition of German "frightfulness" in waging war puts the American people to the test. Are we sane enough, strong enough to look the situation calmly in the face and highly resolve to safeguard the civilisation of which we have become almost the sole trustees, or shall we give way to the passion which the German outrage has provoked and join in the madness which has all but wrecked that civilisation? There can be only one answer to that question. We shall not go to war over the destruction of the Lusitania with all its precious freight of human life, not to avenge the slaughter of our fellow-citizens, not to vindicate neutral rights, not even to save the sacred body of international law which is daily being outraged. We shall not become partners in the destruction of the civilisation which we have, through half a century of peaceful striving, aided in building up.

And this is not because we see any justification for the act in question. There is no warrant for it either in international law or in the practice of civilised nations. If, as the German Government asserts was the case, the Lusitania had been in fact a converted cruiser, her destruction, with those on board, while still an act of barbarism, would have had a technical justification in international law. Even neutrals may lawfully be required to accept the consequences of travelling in a ship-of-war.

But the Lusitania was not a ship-of-war, but a peaceful merchant vessel, and the utmost risk, which, under the rules of international law, her passengers assumed was the danger of having their voyage interrupted in case she should be taken as a prize. The ship was, indeed, liable to capture and probably to destruction, but the crew and passengers, being non-belligerents, were clearly entitled to be taken off in safety.

On this point there can be no honest difference of opinion. The rule that "before a prize is burnt or sunk the captor is bound to provide for the safety of all persons on board," is asserted by all authorities on international law, and this has been the invariable practice of all civilised nations in modern times. Nor can it make any difference that the ship was conveying contraband of war. Whatever the nature of the cargo, the ship, being an enemy vessel, was liable to capture or destruction, and the persons on board whether enemy subjects or neutrals were immune from capture or destruction.

But, say the German apologists, Great Britain is making war on the innocent population of Germany by her blockade, a war of starvation, and the Imperial Government is merely retaliating by making war as best it can on the English people. Even if we should admit this argument as a ground for repudiating the settled principles of international law as between the belligerents—principles settled on grounds of humanity and civilization—it is obvious that it can have no bearing on the rights of neutrals. The right of reprisal, *lex talionis* is, indeed, in some sort recognised in international law. If the Germans use poisonous gases in the trench warfare in Flanders, the allied armies may also resort to the same hellish mode of destroying the enemy. If the French use dum-dum bullets against the Germans, the latter may employ them against the French. But for Germany to assert that her right

of reprisal against Great Britain, if it exists at all justifies her in taking the lives of the citizens of neutral powers is sheer madness—the madness of desperation. That such a claim will be allowed, that such practices will be tolerated, is inconceivable.

But our own share in the tragedy must not blind us to the fact that the blow has fallen on the citizens of other neutral powers as well and most heavily and with equal injustice and inhumanity on English men, women and children. This is not the first, nor is it likely to be the last of Germany's reprisals in which innocent and neutral lives will be offered up. Is not our duty clear? Our Government, on the first proclamation of Germany's piratical designs, notified her that we should hold the Imperial Government to strict accountability for the destruction of American lives and property. There is no reason to doubt that the promise will be made good. The President can be trusted to act promptly and resolutely. But it is to be hoped that he will not act alone nor in the interest of our country solely. We are not only the greatest of neutral powers, but we are, by virtue of that fact, bound in a common cause and in the face of a common danger to act in behalf and in concert with all other neutral powers.

It has frequently been suggested in the course of the war that our Government call a conference of neutral nations to determine what steps should be taken to safeguard neutral rights and interests and to concert measures for restoring the sanctities of international law and public right. Is not this the one clear and effective method of dealing with the present situation? Germany may deem her national emergency great enough to warrant her in rejecting the warnings of a single neutral power, however great; she may even dare to defy a world in arms. But a congress representing the neutral nations of the earth, convoked in no hostile spirit, but animated by a sincere purpose to find a peaceful solution of an intolerable situation, to re-examine and, so far as possible, to readjust to modern conditions the rules of international law, might well succeed in finding a way out of the impasse into which the war as now waged has brought the world. And if the worst should come to the worst, if Germany cannot by any means of conciliation be led to abandon her illegal and barbarous methods of carrying on the war, the neutral nations, acting in concert, will find other means than that of war—means more effective than war—of bringing her to terms. A sentence of outlawry, an international boycott, involving the cutting of all communications and the severance of all relations, commercial and other, with the offending nation might as a last resort be employed. She would then learn that the public opinion of the civilised world is still a force to be reckoned with.

China's Railway Forests.

The Ministry of Communications has achieved considerable success in the work of afforestation along the Kin-han Railway Line. The Director of the Tientsin-Pukow Railway has submitted a petition to the Ministry recommending that similar steps be taken along this line. He says that the places in the vicinity of Ku Chen, which is extensively interspersed with mountains and hills, provide plenty of scope for the work of afforestation. Only a small amount of money is required for the enterprise, but the profit accruing will be a very large one. His project has been approved by the Ministry and an official has been appointed to proceed to commence the work.

Commercial.

Newchwang Chamber of Commerce.

Newchwang, 9th June, 1915.—We have received the following statistics from the Newchwang Chamber of Commerce:—The 1915 export season has opened basily at Newchwang. Although the port—in consequence of the length and exceptional severity of last winter—did not open this year until some three weeks later than in 1914, the following striking increase in the figures of the principal commodities is noted up to the 31st May:—

1915
Beans 2,085,875
Beans 508,205
Bean oil 27,633
Millet (Kao-liang) 91,999

And although imports were naturally affected by the European war, the total Customs Revenue to end of May—on which is based the Lito River and Bar Conservancy Dues Trade Suit—was greater than that of the corresponding period of 1914—a satisfactory feature even if viewed solely from the point of view of the important Conservancy works which are to further improve and safeguard the facilities possessed by this important Port, which is the chief natural maritime trade gate of Manchuria.

April Trade Returns.

The Board of Trade returns for April show that imports total £73,878,288, an increase on 1914 of £12,061,458. Exports are £32,169,733, a decrease of £7,777,089. For four months the imports are £281,676,312, an increase of £23,057,349, and exports £110,770,328, a decrease of £50,703,117. The imports for the month of April of grain and flour showed an increase of £388,385; and meat, including animals for food, £476,957. Other food and drink showed an increase of £1,569,019 on comparable articles and of £798,871, on dutiable articles. Raw materials and articles mainly unmanufactured show increase in imports of £5,070,908. Articles, wholly or mainly manufactured, show a decrease of £1,550,866. Miscellaneous and other unclassified articles show an increase of £46,517, and tobacco a decrease of £143,705. The exports of food, drink, and tobacco show a decrease of £305,007, raw materials and articles mainly unmanufactured £512,351, and articles wholly or mainly manufactured £7,080,385. Miscellaneous exports, however, including parcel post, show an increase of £120,634.

Eastern Extension Telegraph Co.

The report of the Eastern Extension Australasia and China Telegraph Company, Limited, states that the gross receipts for the year to December 31, 1914, amounted to £819,533, against £738,129 for the previous year. The working expenses, including £81,174 for maintenance of cables, absorb £364,973, against £354,384 for the previous year, leaving a balance of £454,560. From this is deducted £13,754 for income tax payable in England, and £30,098 for interest on debenture stock, leaving £410,708 as the net profit for the year. After adding £30,618 brought forward, there is an available balance of £441,327. Three interim dividends of 1½ per cent. each have been paid for the year, and it is now proposed to distribute a final dividend of a like amount on June 12, making, with the interim dividends paid, a total dividend of 5 per cent. It is also proposed to pay a bonus of 4½ per cent. or 2 per cent., making a total distribution of 7 per cent. for the year 1914. The sum of £200,000 has been transferred to the general reserve fund, and the balance of £241,327 carried forward. The balance of cost, amounting to £194,078, of the Penang-Singapore-Hongkong cables has been charged against the general reserve fund. The sum of £25,443 has also been charged against the fund for partial cable renewals carried out during the year, together with the loss amounting to £43,901 incurred on the sale of investments.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS F.—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest	1915. Lowest	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp.	\$815 b.	120,000	\$125	all	855 July.	700 Oct.	815	780	{ £2: 3/- & 5/- bonus at ex 1/9/14 equal to £27.27 for 1/2 year ending 31/12/14
Marine Insurances.									
Canton Insurance Office, Ltd.	365 b.	10,000	\$250	50	350 Dec.	305 Oct.	370	360	{ Final of \$4 a/c 1913. Interim of \$18 a/c 1914.
North China Ins. Co., Ltd.	170 b.	10,000	£15	25	145 May	133 Jan.	170	170	{ Interim of 12½ p.c. for 1914
Union Ins. Society of Canton, Ltd.	890 b.	12,400	\$250	100	847½ April	700 Oct.	\$890	\$855	{ Final of \$20 and bonus of \$5 making \$55 for 1913 and Interim of \$30 for 1914
Yangtze Ins. Assoc. Ltd.	240 ex 73	12,000	\$100	60	210 April	192½ Jan.	240	225	{ Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914
Fire Insurances.									
China Fire Ins. Co., Ltd.	145 b.	20,000	\$100	20	160 July	140 Oct.	145	130	{ \$9 for 1913
H'kong Fire Ins. Co., Ltd.	395 b.	8,000	\$250	50	395 Feb.	368 April	395	385	{ \$27 for 1913
Shipping.									
China & Manila S.S. Co., Ltd.	4.90 b.	30,000	\$25	all	10 Jan.	5½ Dec.	4.50	4.80	{ \$1 for 1906
Douglas Steamship Co., Ltd.	51 b.	20,000	\$50	all	36 Mar.	27½ Nov.	51	45	{ \$3 for year ending 30.6.14
Hongkong, C. & M.S.S. Co., Ltd.	22 a.	80,000	\$15	all	29½ Jan.	22 Dec.	23	22	{ Final of 40 cts. making 90 cts for year ending 31.12.14
Indo-China Steam Navigation Co., Ltd.	100 b.	{ 60,000 £5 }	all	79 Jan.	50 Sept.	100	95		{ Final of 3½ making 6½ on preferred shares & 5½ on deferred shares for year 1913
Shell T'port & Trading Co., Ltd.	92/6	3,797,610	£1	all	106½ Feb.	70½ Sept.	94/6	92/6	{ Interim of 1½ a/c 1914 C.No. 23
Star Ferry Company, Ltd.	37 s. ex div. a.	40,000	\$10	all	49 Mar.	40 Nov.	37	37	{ \$1.70 per share and bonus of 30 cents per share for year ending 30/4/14
Refineries.									
China Sugar Refining Co., Ltd.	114 b.	20,000	\$100	all	96½ Feb.	70 Nov.	117	111	{ \$3 for 1912
Luzen Sugar Refining Co., Ltd.	29 b.	7,000	\$100	all	31 Jan.	17 Dec.	31	27½	{ \$3 for 1897
Mining.									
Kailan Mining Admin'n. Co., Ltd.	32/ a.	1,000,000	£1	all	4½ Feb.	33/6 Dec.	33/6	32/6	{ Final of 5 % Coupon No. 4 making 10 % for year ending 30/6/14
Raub Australian Gold Mining Co., Ltd.	37½ b.	200,000	£1	all	3½ Jan.	1.90 Nov.	3.75	3.60	{ 1/2 for 1909
Tronoh Mines Ltd.	32/6 s.	160,000	£1	all	39½ Feb.	19/6 Nov.	32/6	32/6	{ 1½ mak. 7/6 a/c 1913
Docks, Wharves and Godowns &c.									
H'kong & K.W. & G. Co., Ltd.	68½ b.	60,000	\$50	all	69 Jan.	73 Nov.	72	68	{ \$3.50 for year 1914
H'kong & W'poa D. Co., Ltd.	62½ b.	50,000	\$50	all	77 Jan.	53 Oct.	62½	57	{ \$3 dividend for year 1914
S'hai Dock & Eng. Co., Ltd.	5½ b.	55,700	£109	all	60 July	50 Dec.	52	51	{ Tls. 5 for 1913
S'hai & H'kew W. Co., Ltd.	83 b.	36,000	£100	all	109 Jan.	82½ Dec.	85	80	{ Tls. 5 for 1914
Lands, Hotels and Buildings.									
Anglo French Lands Co., Ltd.	1.94	13,000	£100	100	128 July	120 Dec.	115	112	{ Tls. 6½ for year ending 29.2.14
H'kong Hotel Co., Ltd.	115 b.	20,000	\$50	50	128 July	120 Dec.	115	112	{ \$2.50 for half year ending 31.12.14
H'kong Land Investment Co., Ltd.	108 sa.	60,000	\$100	all	117½ July	98 Nov.	108½	108	{ \$3½ for year ending 31.12.14
H'phreys Estate & F. Co., Ltd.	6.90 a.	150,000	\$10	all	94 Jan.	7 Nov.	7	6.90	{ 45 cents for year 1914
K'loon Land & Building Co., Ltd.	40 b.	60,000	\$50	10	45½ Jan.	4 Feb.	40	40	{ \$3 for 1914
Shanghai Lands Co., Ltd.	1.105	78,000	£50	all	98 Dec.	89 Oct.	106	101	{ Final of 6 p.c. making 12 p.c. for 1914
West Point Building Co., Ltd.	71 b.	12,600	\$50	all	73 June	66 Feb.	71	70	{ \$2.25 for half year ending 31.12.14
H'kong Central Estates Co., Ltd.	100 s.	10,000	\$100	all	100	100	100	100	{ \$4.09 for 7 months ending 31.12.14
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd.	1.164 b.	20,000	£50	all	138 July	135 May	164 b.	152½	{ Tls. 12 for year ending 31.10.14
Hongkong Cotton Co., Ltd.	7½ sa. & b.	125,000	\$10	all	84½ Mar.	7 June	7.40	7	{ 50 cents 31.7.08
Kung Yik Co., Ltd.	13.90 b.	75,000	£10	all	144 Jan.	11 Mar.	144½	133½	{ Tls. 1.20 for year ending 30.11.14
Laou Kung Mow Co., Ltd.	89½ b.	8,000	£100	all	110 Feb.	70 May	89 b.	86	{ Tls. 12 for 1913
Shanghai Cottons in S'hai	1.99 b.	40,000	£50	all	135 Feb.	70 Nov.	99½	97½	{ Div. Tls. 6. Bonus Tls. 4. Extra Bonus Tls. 1. year end'g 30.6.14
Miscellaneous.									
China Borneo Company, Ltd.	10 a.	60,000	\$12	all	12 May	10 Dec.	10	10	{ 85 cents for 1914
China Light & Power Co., Ltd.	4½ a.	60,000	\$5	all	4.50 July	4 April	4½	4½	{ 6½ for year ending 28.2.06
Do. (Spec. shares)	1 a.	50,000	\$1	all	1 a.	1 a.	1 a.	1 a.	{ 70 cts. for 1914
China Prov. L. & M. Co., Ltd.	8½ b.	155,000	\$10	all	9 Jan.	7 Nov.	8½	8.00	{ \$1.50 for year ending 31.7.14
Dairy Farm Company, Ltd.	83 a.	40,000	£7	6	39 June	35 Aug.	34	34	{ 50 cts. for 1914
Green Island Cement Co., Ltd.	6.50 sa.	400,000	\$10	all	6.90 Jan.	5 Dec.	6.90	6.70	{ \$2.00 per share for 1914
Hongkong Electric Co., Ltd.	33½ a.	60,000	\$10	all	49 Jan.	36 Nov.	39½	39	{ Final of \$6 making \$8 for 1914
Hongkong Ice Co., Ltd.	114 a.	6,500	\$25	all	217½ July	174 Dec.	184	184	{ Final of \$1 making \$2 for 1914
Hongkong Rope Mfg. Co., Ltd.	26½ a.	60,000	\$10	all	25 June	22 Apr.	26½	26½	{ Interim of T. 1 making T. 2 per share for 1913
Hongkong Tramway Co., Ltd.	5 b.	325,000	5/-	all	13½ July	7½ Feb.	5.20	5	{ 70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15
Langkats	1.39 b.	260,000	£10	all	64½ Mar.	28 Dec.	42	39	{ None
Peak Tramway Co., Ltd. (Old)	9.30 x div.	25,000	\$10	all	10½ Jan.	9½ June	10	10	{ 80 cts.
Do (New)	80 cts. b.	60,000	\$10	all	93 cts. Jan.	75 cts. Dec.	81	80	{ None
Philippines Ld.	4 b.	75,000	\$10	all	—	—	4	4	{ \$1.50 for 1910.
H. Price & Co., Ltd.	5 b.	12,000	\$10	10	—	—	5	5	{ 35 cts. for year ending 31.5.14
Societades Pulpes et Papier	20	13,200	\$50	all	—	—	20	20	{ \$1.00, per share for year ending 31.12.1914
Series du Tonkin	3.10 b.	20,000	\$5	all	5.00 June	4 Nov.	3½	3.00	{ 50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
Steam Laundry Co., Ltd.	17 b.	27,723	\$10	all	22½ Feb.	17 Jan.	17	16½	{ \$1. Interim a/c year 31.8.14
Union Water-boat Co., Ltd.	17 b.	90,000	\$10	all	8½ April	6.90 Dec.	6.60 x div.	6.50 x div.	
Watson and Co., Ltd.	6½ b.	31,000	\$7	all	9½ Jan.	6½ Dec.	6½	6	
William Powell, Limited.	66 b.	6,007	\$25	all	30 June	92 Dec.	29	29	
S. C. Morning Post	229 b.	6,007	\$25	all	30 June	92 Dec.	29	29	

WRIGHT & HORNEY.

Share and General Brokers

6, Des Vaux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON, JUNE 22, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE.

Selling.									
T/T	1/9 1/2	Demand India	135 3/4	T/T France	231 1/2	6 m/s. France	247 1/2	22nd June.	
Demand	1/9 9/16	T/T Bombay	135 3/4	Demand Paris	232	Gold Leaf per tael	\$57.90		
30 d/s	1/9 5/8	Demand Calcutta	135 3/4	On Haiphong	8 3/4 prem.	Sovereign	\$11 nom.		
60 d/s	1/9 11/16	T/T Calcutta	135 3/4	On Saigon	8	Bar Silver ready	23 5/16		
4 m/s	1/9 3/4	Demand Calcutta	135 3/4	On Bangkok	8 1/2	forward			
T/T Shanghai	78	Demand Calcutta	135 3/4	4 m/s. L/O	1/10 1/8				
Private 30 d/s sight	78	Demand Calcutta	135 3/4	4 m/s. D/P	1/10 1/4				
T/T Singapore	77	T/T San F'co & N.Y.	43 1/8	6 m/s. L/O	1/10 3/8				
T/T Japan	88	Demand, New York	43 1/8	30 d/s. S'ney & M.	1/10 3/8				
T/T India	135 1/2	T/T Java	108 1/2	30 d/s. San F'co & N.Y.	44 1/2				
		T/T Marks	Nom.	4 m/s. Marks	Nom.				
		Demand Germany		4 m/s. France	247 1/2				

SUBSIDIARY COINS.

Discount per \$100.

Chinese, 20 cts. places \$19 3/8

Chinese, 10 cts. places \$10 3/8

Hongkong 20 cts. places \$ 9 1/8

Hongkong 10 cts. places \$ 4 1/8

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.
BRANCHES:—

BOMBAY, LONDON.
CALCUTTA, MANILA.
CANTON, PANAMA.
CEBU, PEKING.
COLON, SAN FRANCISCO.
HANKOW, SHANGHAI.
HONGKONG, SINGAPORE.
Kobe, YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS \$4,120,000

(U.S. Gold) \$7,370,000
All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager.
Hongkong, 22nd Oct. 1914.

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1830.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 19,000,000

Head Office.—YOKOHAMA.

Branches:—
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.
Agencies at:—
Batavia, Bombay, Calcutta, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Tientsin, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.
Hongkong, 15th March, 1915.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...£1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 19th March, 1890

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

1.00 A.M. to 1.00 P.M. Every 15 Min.

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1.00 A.M. to 1

